



SUPPLEMENT TO The Calcutta Gazette.

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OFFICIAL PAPERS.

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RESOLUTION ON THE REPORT ON COLONIAL EMIGRATION FOR THE YEAR 1901.

GENERAL DEPARTMENT—EMIGRATION.

Calcutta, the 24th June 1902.

RESOLUTION—No. 2095.

READ—

The Annual Report on Emigration from the Port of Calcutta to British and Foreign Colonies for the year 1901.

THE Report for the year 1901 is confined within the limits fixed by Government last year.

2. The number of agencies recruiting emigrants for British Colonies was one less than last year, as no labour was needed for Jamaica. The agency for the Dutch Colony of Surinam, which despatched no labourers last year, despatched 643 emigrants during the year under review. There was again an increase both in the total demand and supply of labour for the Colonies; and Demerara, as in the previous year, requisitioned and received the largest number of emigrants.

3. As in former years, though not so markedly, the greater number of the emigrants were recruited in the United Provinces of Agra and Oudh (over 63 per cent. of the whole number), but a considerable number were also recruited in the Central Provinces and in Bengal and Bihar, and a few (313, or 1·76 per cent.) were recruited in the Punjab.

4. Of 17,771 emigrants located in the sub-depôts, 15,142 actually arrived in the Calcutta depôts, and after adding to this number emigrants recruited in the preceding year, readmissions from hospitals after recovery and infants born during the year, 15,973 emigrants were accommodated in the depôts in Calcutta during the year, as compared with 15,465 in the preceding year.

The casualties in the depôts by death and desertion were fewer than in the preceding year, but rejections for unfitness increased in number, and the sufficiency of the medical examination in the mufassal came under discussion during the year. The Lieutenant-Governor notices with satisfaction the generally satisfactory report regarding the sanitary condition of the depôts. There was, however, a noticeable prevalence of cerebro-spinal fever; the disease was believed by the Medical Inspector to have been brought into the depôts by intending emigrants and did not originate in the depôts.

5. The emigrants who embarked for the Colonies numbered 11,951, or 277 more than in the preceding year. Of these, 495 were returned emigrants who re-engaged. There was a marked increase in the number of steam-vessels employed in emigration work as compared with sailing ships during the year.

6. During the year 3,708 emigrants left the Colonies for India, with aggregate savings of Rs. 6,14,176-9-6, or an average each with Rs. 165-10-2. Demerara returned the largest number of emigrants, viz., 1,723. The Indian immigrants in Natal who are about 66,000 in number remitted to India during the year nearly 12½ lakhs of rupees by money-order, and have again far exceeded the immigrants of other Colonies both in the number and value of their remittances to India. The increase in Natal has been steady and marked for the last four years, rising from Rs. 5-6-8 for each resident immigrant in 1898 to Rs. 18-10-11 in 1901. It would appear that the Indian immigrant in Natal is more prosperous than his fellow-countryman in the other Colonies, but it may be that the increased remittances were a temporary result of the war. The Colonies rank as follows in the order of the value of the average remittances made—Natal, Fiji, Mauritius, Trinidad, St. Lucia, Demerara, and Jamaica.

7. The thanks of the Lieutenant-Governor are due to Dr. Banks for his administration of the Department.

By order of the Lieutenant-Governor of Bengal,

W. C. MACPHERSON,

Offg. Secretary to the Government of Bengal.

ANNUAL ADMINISTRATION REPORT OF THE METEOROLOGICAL
DEPARTMENT FOR 1901-1902.

The following report is published for general information.

W. C. MACPHERSON,
Offg. Secy. to the Govt. of Bengal.

DARJEELING;
The 29th June 1902.

The Bengal Meteorological Department was under my charge throughout the past year.

2. On the 31st March 1902 the number of observatories under my direct control was 46, i.e., the same number as on the corresponding date last year. The classification of observatories continued to be the same as in the previous year, there being six second-class, 39 third-class and one voluntary observatory. The second-class observatories record observations at 8, 10 and 16 hours daily and those of the third-class one set of observations only, at 8 A.M. The voluntary observatory at Cooch Behar also records one set of observations, at 8 A.M.

3. The following table gives the names and distribution of these 46 observatories:—

Second-class Observatories.

| | | |
|-------------|--------------|----------------|
| Chittagong. | Darjeeling. | Hazaribagh. |
| Darbhanga. | False Point. | Saugor Island. |

Third-class Observatories.

| | | |
|-------------|--------------|---------------------|
| Arrah. | Daltonganj. | Narayanjanj. |
| Balasore. | Dehri. | Naya Dumka. |
| Bankura. | Dinajpur. | Noakhali. |
| Barisal. | Faridpur. | Pamban (in Madras). |
| Berhampore. | Gaya. | Patna. |
| Bhagalpur. | Jalpaiguri. | Puri. |
| Bogra. | Jessore. | Purnea. |
| Burdwan. | Krishnagar. | Purnia. |
| Buxar. | Malda. | Rampur Boalia. |
| Chaubassa. | Midnapore. | Ranchi. |
| Chupra. | Motihari. | Raniganj. |
| Comilla. | Muzaffarpur. | Rangpur. |
| Cuttack. | Mymensingh. | Sirajganj. |

Voluntary Observatory.

Cooch Behar.

4. There has been no change in the system of observation, except that the record of pressure and temperature by automatic instruments was introduced at Burdwan observatory from the 13th April 1901.

5. *Inspection of Observatories.*—The following table shows the observatories that were inspected during the past year and the dates of inspection. Altogether 24 visits of inspection were made, viz., one by Mr. Eliot, Meteorological Reporter to the Government of India and Director-General of Indian Observatories, seven by myself, one by Mr. C. Gaetane Sub-Inspector of Observatories attached to the Meteorological Office, Government of India, and 15 by Babu Jati Lal De, my head clerk.

| No. | Station. | Date of Inspection. | By whom Inspected. |
|-----|---------------|--------------------------|---|
| 1 | Burdwan | 11th and 12th April | Sub-Inspector, Meteorological Office, India |
| 2 | Darjeeling | 23rd June | Meteorological Reporter to the Government of India, and Director-General of Indian Observatories. |
| 3 | Barisal | 28th, 29th and 30th June | Head-Clerk, Meteorological office, Bengal. |
| 4 | Noakhali | 2nd, 3rd and 4th July | Ditto ditto. |
| 5 | Jessore | 9th and 10th July | Ditto ditto. |
| 6 | Faridpur | 21st and 22nd August | Ditto ditto. |
| 7 | Comilla | 24th to 26th " | Ditto ditto. |
| 8 | Mymensing | 27th and 28th " | Ditto ditto. |
| 9 | Narayanganj | 29th " | Ditto ditto. |
| 10 | Sirajganj | 5th and 6th October | Ditto ditto. |
| 11 | Bogra | 7th and 8th " | Ditto ditto. |
| 12 | Rampur Boalia | 10th and 11th " | Ditto ditto. |
| 13 | Krishnagar | 18th " | Ditto ditto. |
| 14 | Purnea | 1st and 2nd December | Ditto ditto. |
| 15 | Bhagalpur | 4th and 5th " | Ditto ditto. |
| 16 | Berhampore | 8th and 9th " | Ditto ditto. |
| 17 | Dumka | 11th and 12th " | Ditto ditto. |
| 18 | Bankipur | 24th " | Meteorological Reporter to the Government of Bengal. |
| 19 | Chapra | 25th and 26th " | Ditto ditto. |
| 20 | Muzaffarpur | 27th and 28th " | Ditto ditto. |
| 21 | Motihari | 28th and 29th " | Ditto ditto. |
| 22 | Darbhanga | 30th " | Ditto ditto. |
| 23 | Burdwan | 12th January | Ditto ditto. |
| 24 | Faridpur | 26th " | Ditto ditto. |

6. *Results of Inspection and Work at Observatories—Second-class Observatories.*—Darjeeling was inspected by Mr. Eliot, but no report on the condition of the observatory has been received. The observations received from Darjeeling have been accurate and trustworthy. Darbhanga observatory was in good condition at the time of my visit and the observations received have been satisfactory throughout the year. Of the remaining 4 observatories which could not be inspected during the past year, Hazaribagh continued to submit accurate observations, and those received from Saugor Island, Chittagong and Palas Point were generally correct.

7. *Third-class Observatories.*—The observatories at Berhampore, Bhagalpore, Bogra, Burdwan, Chapra, Jessore, Krishnagar, Narayanganj, Noakhali, Patna, and Purnea were found to be in good condition at the time of inspection and the observations recorded by the observers at these stations have been satisfactory throughout the year. Barisal, Comilla, Dumka, Rampur Boalia, and Sirajganj at the time of inspection were found to be in good condition. The observations submitted from the first three have been accurate, except during short periods, while temporary observers were in charge. The reports received from the last two were not so carefully prepared. Faridpur was visited twice and on both occasions the observatory was found to be in an unsatisfactory condition. When I visited the observatory in January 1902, I found the observer suffering from nervous debility and unfit for work. It was thought necessary to relieve him of his duties and at the suggestion of the District Engineer, who is the

Superintendent of the observatory, the 3rd teacher of the local zilla school was appointed as observer with effect from 27th January. The old observer has since submitted an application to retire on pension, on medical certificate. From 27th January the observations have been correct and reliable. *Motihari*, *Muzaffarpur*, and *Mymensingh*, when inspected, were found to be in bad condition. The *Mymensingh* observer was fined Rs. 2, and those at *Motihari* and *Muzaffarpur* were warned to be more careful in future.

8. The observers at the remaining stations, more especially those at *Buxar*, *Cuttack*, *Dinajpur*, *Ranchi* and *Ranigunge*, that could not be visited during the year generally did good work. There has been no improvement in the case of *Pamnan* and *Rangpur*, where the observers are less careful than they might be.

9. *Voluntary Observatory*.—*Cooch Behar* is the only observatory of this class in Bengal. It could not be visited, but the observations received have been accurate throughout the year.

10. It was found necessary, during the year under review, to remove the thermometer shed at *Darjeeling* from the site it occupied, as it was found that changes were being made in the garden of the Rector of *St. Paul's School* which were of such a character as to render the observations unreliable. A site was selected by the observer and observations there were commenced on the 12th April 1902.

11. I intended to visit *Malda* to settle the question of removing the wind instruments from the roof of the Circuit House, where they are sheltered by trees roundabout, as stated in paragraph 15 of my last Administration Report. But this could not be arranged for, as the funds for this purpose, at the disposal of the Meteorological Reporter to the Government of India, were exhausted. I hope to visit *Malda* in the next cold weather.

12. Owing to the construction of the new Judges' Court building at *Mymensingh*, the exposure of the rain-gauge at that station was affected, and by arrangement with the Magistrate it was removed to a better site.

13. The following observers were granted special awards by the Meteorological Reporter to the Government of India and Director-General of Indian Observatories for storm observations, &c., taken by them during the past year:—

| STATION. | | | Amount. |
|----------------------|-----|-----|---------|
| | | | Ra. |
| <i>Burdwan</i> | ... | ... | 3 |
| <i>Jessore</i> | ... | ... | 1 |
| <i>Rampur-Boalia</i> | ... | ... | 1 |
| <i>Saugor Island</i> | ... | ... | 2 |
| <i>Pamnan</i> | ... | ... | 5 |

14. *Work at and Inspection of Rain-gauge Stations*.—The number of rain-gauge stations on the 31st March 1902, was 366, i.e., 4 more than on the corresponding date last year. Five stations, viz., *Amta* in *Howrah* district, *Atwari*, *Birganj*, and *Parbatipur* in *Dinajpur*, and *Saidpur* in *Rangpur*, were started, and station, viz., *Subarnakhali*, was closed during the year. (The rainfall work at *Subarnakhali* has been in abeyance during the whole of the past year, there being no suitable site for the rain-gauge. This station has, therefore, been stated as "closed" for the present.)

15. 300 visits of inspection were made against 301 during 1900-1901. The total number of rain-gauges inspected was 177 against 194 in the previous year. The reports received from the inspecting officers showed that the rain-gauges were for the most part in good condition and the rainfall registers properly kept.

16. The following table shows the distribution of the 366 rainfall-stations in the various districts in Bengal, as it stood on 31st March 1902 and the number of stations inspected in each district during the past year:—

| District. | Number of rain-gauge stations. | Number of rain-gauge stations inspected. | District. | Number of rain-gauge stations. | Number of rain-gauge stations inspected. |
|--------------|--------------------------------|--|-------------------------|--------------------------------|--|
| Bardwan | 6 | 1 | Chittagong | 7 | 3 |
| Birbhum | 8 | 4 | Chittagong Hill Tracts | 3 | 3 |
| Bankura | 10 | 5 | Patna | 6 | 3 |
| Midnapore | 8 | 5 | Gaya | 10 | 4 |
| Hooghly | 3 | 3 | Shehabad | 14 | 3 |
| Howrah | 4 | 3 | Saran | 8 | 6 |
| 24 Parganas | 9 | 4 | Champaran | 5 | 4 |
| Nadia | 5 | 4 | Muzaffarpur | 7 | 3 |
| Merchidabad | 9 | 5 | Darbhanga | 5 | 2 |
| Jessore | 5 | 5 | Monghyr | 10 | 2 |
| Khulna | 13 | 3 | Bhagalpur | 3 | 3 |
| Rajshahi | 6 | 1 | Purnea | 7 | 3 |
| Dinajpur | 13 | 13 | Malda | 4 | Nil |
| Jalpaiguri | 7 | 4 | Sonthal Parganas | 20 | 10 |
| Darjeeling | 6 | 4 | Cuttack | 5 | 4 |
| Cooch Behar | 3 | Nil | Balasore | 7 | 5 |
| Rangpur | 9 | 3 | Puri | 9 | Nil |
| Bogra | 4 | Nil | Hazribagh | 6 | 3 |
| Pabna | 2 | 2 | Banchi | 11 | 5 |
| Dacca | 5 | 1 | Palaman | 10 | 2 |
| Mymensingh | 10 | 4 | Manbhum | 7 | 4 |
| Faridpur | 3 | 1 | Singhbhum | 10 | 4 |
| Backergunge | 7 | 6 | Orissa Tributary Mahals | 3 | Nil |
| Hill Tippera | 1 | Nil | Angul | 11 | 2 |
| Tippera | 3 | 7 | Tibet | 1 | Nil |
| Koakhali | 7 | 7 | | | |

17. The system of supplying rain-gauges and measure glasses to the rain-registering officers in Bengal from the Meteorological Office, Bengal, by an arrangement mentioned in paragraph 17 of my Administration Report for 1899-1900, worked satisfactorily.

18. *Departmental Reports.*—The short annual report on the meteorology of Bengal for the year 1901, with two maps illustrating the actual and percentage rainfall was prepared before the close of the past official year. (It was submitted to the Government of Bengal on 24th April 1902.)

19. The report on the meteorology of Bengal for the monsoon season of 1901 was prepared and submitted to the Government of Bengal on the 23rd January 1902. The usual number of rainfall maps illustrating the distribution of rainfall over the province, the district variation from the normal and the percentage variation from the normal for the monsoon period of 1901, were also prepared and submitted to Government with the monsoon summary.

20. The monthly rainfall table for Bengal and the meteorological table for Bengal and Assam, with a summary of the chief features of the weather of the month, was published in the *Calcutta Gazette* about the middle of every month.

21. The following annual rainfall tables were prepared and published in the *Calcutta Gazette*.

Table I—Showing the monthly and annual rainfall at 366 stations in Bengal for 1901.

Table II—Showing the monthly and annual average rainfall at 254 rainfall stations in Bengal.

Table III—Comparison table of the rainfall of 1901 at 254 rainfall stations in Bengal with averages of previous years.

Addenda to the rainfall table of the Province of Bengal for the year 1901.

22. A set of three charts showing the distribution of actual rainfall, the variation from the normal and the percentage variation was prepared and submitted monthly to the Government of Bengal and furnished to the Sanitary Commissioner for Bengal during the period May to October 1901.

23. The Bay of Bengal and Bengal daily weather report dealing with observations taken at 68 meteorological observatories, viz., 48 observatories

under my direct control and 22 other stations in Assam, Burma, Madras and Ceylon, including the first-class observatory at Alipore, which is under the administration of the Meteorological Reporter to the Government of India and Director-General of Indian Observatories, was published from 1st May to 31st October. The increase is due to the addition of Tezpur and Dibrugarh to the number of reporting stations. The information of wind velocity at 8 A.M. was considered valuable by the Port authorities, and at the suggestion of the Deputy Port Conservator of Calcutta, and with the sanction of the Meteorological Reporter to the Government of India and Director-General of Indian Observatories and of the Government of Bengal, a column giving this additional information has been added to the report. The Bay of Bengal report was published during the rest of the year.

24. The daily flag signal message to Saugor Island and Elephant Point (Rangoon) and the daily weather telegram to the following officers were continued throughout the year:—

Port Officer, Akyab.
Ditto, Moulmein.
Ditto, Rangoon.
Ditto, Negapatam.
Ditto, Cocanada.
Vice-Chairman, Port Commissioners, Rangoon.
Deputy Port Conservator, Madras.
Port Conservator, Cuddalore.
Ditto, Porto Novo.

25. The daily weather telegram was sent to the Port Officer, Chittagong, from 16th May to 16th November (inclusive). The telegram was also sent to the Port Conservator, Calingapatam, regularly on Fridays, Saturdays and Sundays.

26. Warnings of expected heavy rainfall were sent to—

The Superintending Engineer, Orissa Circle.
Ditto, Sone Circle.
Ditto, South-Western Circle.
The Executive Engineer, Coasye Division.
Ditto, Balasore Division.
Ditto, Akhoyapada-Jajpur Division.
Ditto, Arrah Division.
Ditto, Buxar Division.
Ditto, Eastern Sone Division.
The Proof Officer, Balasore
The Superintendent of Telegraphs, Madras Division.
Ditto, Bengal Division.
The Traffic Superintendent, East Coast Railway.
The Engineer-in-Chief, East Coast Railway.
The Chief Engineer for Irrigation, Madras.

27. Information of the occurrence of rainfall above one inch at Dalton-ganj was sent to the Sub-Engineer, Dehri Workshops.

28. There was no addition or alteration in the code of storm signals.

29. The dates of the principal storms and barometric depressions occurring during the past year are given in the first of the two following tables, and the action taken in the matter of issuing storm warnings and hoisting storm signals is indicated in the second of these tables.

Table giving a brief statement of the storms which affected the Bay of Bengal coasts during the year 1901-1902.

| Number of storm. | Period of depression or storm. | Character of storm. | Coast affected. |
|------------------|--------------------------------|--|-------------------------|
| 1 | May 23rd to 25th | Feeble cyclonic storm formed in the south-east of the Bay on the 22nd of May, when there was a diffused depression over the south of the Bay with indraught towards it from both the Madras and Burma coasts. It moved northwards during the three subsequent days; but as it approached the north of the Bay, it became diffused and practically ceased to exist as a cyclonic disturbance. | Burma and Assam coasts. |

| Number of storm. | Period of depression or storm. | Character of storm. | Coast affected. |
|------------------|--------------------------------|--|-----------------------------------|
| 2 | July 25th to 26th ... | Shallow depression which formed in the north-west of the Bay. On the 25th of July it was off the coast of the Orissa, but on the 26th and 27th was more to the north, and ultimately passed inland across the Orissa coast on the 28th. | Orissa and Bengal coasts. |
| 3 | September 10th to 22nd | Barometric depression which began about the 17th of September in the south-east of the Bay and in that region was a storm of some severity, but as it moved westward towards the Orissa, it became diffused. Moving into the Central Provinces, it turned northwards and broke up on reaching the Himalayas about the 26th. | Bengal, Orissa and Orissa coasts. |
| 4 | October 14th ... | Barometric depression of small extent and of considerable depth which began to develop over the north of the Bay. It moved in a south westerly direction, and struck the coast of the Orissa on the 14th of October. Stormy weather was experienced on the coast between Gopalpur and Masulipatam for about 24 hours. | Orissa coast. |
| 5 | November 14th to 18th... | Barometric depression which was near the coast on the 14th of November, the centre being east from Ocanada. On the 15th the centre was near Visagapatam and on the following day near Gopalpur. At that time the depression was recurring and after causing very heavy rain to the north of the centre, filled up somewhat, and in its subsequent course over the north of the Bay, towards Chittagong, it caused no great increase in wind velocity. On the 19th all trace of the disturbance had disappeared. | Bengal, Orissa and Orissa coasts. |
| 6 | November 24th to 26th | Cyclonic storm which began to form near the Andaman Islands about the 22nd of November when there was a diffused depression extending over the centre and south of the Bay. Within this depression there appeared to be two centres of disturbance, one of which tended westward towards the Madras coast. More to the north-east, the second disturbance at first moved slowly north-westward and when it approached the Orissa coast on the morning of the 26th, it was of considerably more than average severity. Passing between Balasore and Saugor Island and between Midnapore and Calcutta, the depression turned more to the east and soon afterwards filled up. | Ditto. |
| 7 | December 8th to 9th ... | Barometric depression which developed in the south-east of the Bay about the 5th of December and advancing towards the Madras coast, caused very stormy weather with heavy rainfall on a part of the coast near Madras. The depression passed rapidly westward across the south of the Peninsula about the 9th. | Coromandel coast. |

Table showing the action taken by the Bengal Meteorological office in warning the coasts affected by the storms enumerated in the previous table.

| Storm number. | HOISTING OF STORM SIGNALS. | | | WARNING OF PORTS BY CAUTIONARY TELEGRAMS. | |
|---------------|---|--|--|---|---|
| | Ports ordered to hoist signals. | When hoisted. | When lowered. | Ports warned by cautionary telegrams. | Time and date of dispatch of cautionary telegrams. |
| 1 | 1 | 2 | 3 | 4 | 5 |
| 2 | Calcutta ... | 10-30 A.M. of 27th July ... | 4-40 P.M. of 28th July. | Tavoy ... Mergal ... Moulmein ... Bangkok ... Bassien ... Akyab ... Colombo ... | 10-47 A.M. of 23rd; 10-10 A.M. of 24th; 10-30 A.M. of 26th May. Ditto ditto. Ditto ditto. Ditto ditto. Ditto ditto. Ditto ditto. Ditto ditto. |
| 3 | Budge-Budge ... Mud Point ... Diamond Harbour ... Saugor Island ... Chandbali ... | 11-15 A.M. of ditto ... 11-10 A.M. of ditto ... 11-10 A.M. of ditto ... 11-5 A.M. of ditto ... 11-20 A.M. of ditto ... | 4 P.M. of ditto ... 3-30 P.M. of ditto ... 3-45 P.M. of ditto ... 4-45 P.M. of ditto ... 4 P.M. of ditto ... | Calcutta* ... Chandbali ... Balasore ... Palo Point ... Puri ... Gopalpur ... | 10-35 A.M. of 27th; 2-3 P.M. of 28th July. 10-47 A.M. of 28th July. Ditto ditto. Ditto ditto. Ditto ditto. 9-58 A.M. of 28th; 10-20 A.M. of 29th July. Ditto ditto. Ditto ditto. Ditto ditto. |
| 4 | Balasore ... Palo Point ... Puri ... | 1-30 P.M. of ditto ... 4-35 P.M. of ditto ... 11-45 A.M. of ditto ... | 7 P.M. of ditto ... 5-15 P.M. of ditto ... 9-15 P.M. of ditto ... | Bimlipatam ... Visagapatam ... Ocanada ... | Ditto ditto. Ditto ditto. Ditto ditto. |

* In column 5 of the above table "Calcutta" indicates both the Port Office, Calcutta and the Deputy Director, Indian Marine, Government Dockyard, Kharagpur, Calcutta.

| Storm number. | NOTES OF STORM SIGNALS. | | | WARNING OF PORTS BY CAUTIONARY TELEGRAMS. | |
|---------------|---------------------------------|--------------------------|--------------------------|---|--|
| | Ports ordered to hoist signals. | When hoisted. | When lowered. | Ports warned by cautionary telegrams. | Time and date of dispatch of cautionary telegrams. |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1 | Calcutta | 12-30 P.M. of 20th Sept. | 11-30 A.M. of 22nd Sept. | Calcutta* | 10-50 A.M. of 20th; 10-15 A.M. of 22nd September. |
| | Bridge-Endge | Noon of ditto | 11 A.M. of ditto | Gopalpur | 11-4 A.M. of 16th; 10-30 A.M. of 20th; 10-50 A.M. of 21st; 10 A.M. of 22nd September. |
| | Mud Point | 11-5 A.M. of ditto | 10-45 A.M. of ditto | Singapoor | Ditto ditto. |
| | Diamond Harbour | 11-5 A.M. of ditto | 10-50 A.M. of ditto | Vinagapalam | Ditto ditto. |
| | Saugor Island | 11-5 A.M. of ditto | 10-50 A.M. of ditto | Cocanada | Ditto ditto. |
| | Chandbali | 11-30 A.M. of ditto | 8-45 P.M. of ditto | Manipalam | Ditto ditto. |
| | Balsore | 2-30 P.M. of ditto | 1 P.M. of ditto | Madras | 11-5 A.M. of 16th; 10-40 A.M. of 20th; 10-50 A.M. of 21st; 11-47 A.M. of 22nd September. |
| | False Point | 11-15 A.M. of ditto | 11-35 A.M. of ditto | Nagapalam | 11-4 A.M. of 16th; 10-35 A.M. of 20th; 10-50 A.M. of 21st; 10 A.M. of 22nd September. |
| | Puri | 12-10 P.M. of ditto | 1-35 P.M. of ditto | Tuticorin | Ditto ditto. |
| | | | | Pamban | Ditto ditto. |
| 2 | | | | Colombo | 11-15 A.M. of 16th; 10-35 A.M. of 20th; 10-50 A.M. of 21st; 10 A.M. of 22nd September. |
| | | | | Tavoy | 11-30 A.M. of 16th; 11-1 A.M. of 20th; 10-50 A.M. of 21st; 10-55 A.M. of 22nd September. |
| | | | | Mergui | Ditto ditto. |
| | | | | Manila | 11-30 A.M. of 16th; 11-3 A.M. of 20th; 10-50 A.M. of 21st; 10 A.M. of 22nd September. |
| | | | | Batavia | Ditto ditto. |
| | | | | Bombay | Ditto ditto. |
| | | | | Akyab | Ditto ditto. |
| | | | | Gopalpur | 10-45 A.M. of 16th; 8-37 A.M. of 16th October. |
| | | | | Singapalam | Ditto ditto. |
| | | | | Vinagapalam | Ditto ditto. |
| 3 | | | | Cocanada | Ditto ditto. |
| | | | | Manipalam | Ditto ditto. |
| | Calcutta | 11-07 A.M. of 16th Nov. | 10-15 P.M. of 17th Nov. | Calcutta* | 10-30 A.M. of 15th; 10-30 A.M. of 16th November. |
| | Bridge-Endge | 12-30 P.M. of ditto | 10-05 P.M. of ditto | Akyab | 10-15 A.M. of 17th; 9-57 A.M. of 18th November. |
| | Mud Point | 11-35 A.M. of ditto | 9-54 P.M. of ditto | Gopalpur | 10-45 A.M. of 16th; 11-25 A.M. of 15th; 10-15 A.M. of 16th November. |
| | Diamond Harbour | 11-30 A.M. of ditto | 9-32 P.M. of ditto | Singapalam | Ditto ditto. |
| | Saugor Island | 11-40 A.M. of ditto | 9-35 P.M. of ditto | Vinagapalam | 10-10 A.M. of 15th; 10-30 A.M. of 16th; 11-25 A.M. of 16th; 10-15 A.M. of 16th November. |
| | Chandbali | 10-35 P.M. of ditto | 7 P.M. of ditto | Cocanada | Ditto ditto. |
| | Balsore | 1- P.M. of ditto | 8 P.M. of ditto | Manipalam | Ditto ditto. |
| | False Point | 9-10 P.M. of ditto | 8-57 P.M. of ditto | Madras | Ditto ditto. |
| 4 | Puri | 10-40 A.M. of ditto | 7-33 P.M. of ditto | Nagapalam | Ditto ditto. |
| | Chittagong | 1 P.M. of 17th Nov. | Noon of 18th Nov. | | |
| | Calcutta | 11-10 A.M. of 25th Nov. | 8-15 P.M. of 26th Nov. | Calcutta | (a) 11-27 A.M. of 25th; 8-44 and 9-50 A.M. of 26th; (b) 10-4 A.M. of 26th; 8-55 A.M. of 27th November. |
| | Bridge-Endge | 11 A.M. of ditto | 8-15 P.M. of ditto | Chandbali | 12-10 P.M. of 25th November. |
| | Mud Point | 11-5 A.M. of ditto | 8-50 A.M. of 27th Nov. | Balsore | Ditto ditto. |
| | Diamond Harbour | 10-50 A.M. of ditto | 8-19 P.M. of 26th Nov. | False Point | Ditto ditto. |
| | Saugor Island | 11-4 A.M. of ditto | 8-55 A.M. of 27th Nov. | Puri | Ditto ditto. |
| | Chandbali | 10-55 A.M. of ditto | 8 A.M. of 26th Nov. | Chittagong | 12-10 P.M. of 25th; 10-45 A.M. of 26th November. |
| | Balsore | 1 P.M. of ditto | 8 A.M. of 27th Nov. | Rangoon | 10-51 A.M. of 25th November. |
| | False Point | 11-37 A.M. of ditto | 8-40 A.M. of ditto | Gopalpur | 9-40 A.M. of 24th; 10-31 A.M. of 25th; 10-30 A.M. of 26th November. |
| 5 | Puri | 10-40 A.M. of ditto | 8-57 A.M. of ditto | Singapalam | Ditto ditto. |
| | Chittagong | 12-30 P.M. of ditto | 7 A.M. of ditto | Vinagapalam | Ditto ditto. |
| | Narayana | 12-15 P.M. of 25th Nov. | 7-55 A.M. of ditto | Cocanada | Ditto ditto. |
| | | | | Manipalam | Ditto ditto. |
| | | | | Madras | Ditto ditto. |
| | | | | Nagapalam | Ditto ditto. |
| | | | | Colombo | 8-55 P.M. of 24th; 10-41 A.M. of 25th November. |
| | | | | Madras | 10 A.M. of 24th; 10-4 A.M. of 25th; 10 A.M. of 26th; 10-30 A.M. and 8-30 P.M. of 26th November. |
| | | | | Nagapalam | Ditto ditto. |
| | | | | Tuticorin | Ditto ditto. |
| 6 | | | | Pamban | Ditto ditto. |
| | | | | Colombo | 10-5 A.M. of 24th; 10-25 A.M. of 25th; 10-15 A.M. of 26th; 10-35 A.M. and 8-44 P.M. of 26th November. |
| | | | | | |
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* In column 5 of the above table "Calcutta" indicates both the Port Officer, Calcutta, and the Deputy Director, Indian Marine, Government Dockyard, Kideerpore, Calcutta.

(a) To Port Officer, Calcutta, and Deputy Director, Indian Marine, Kideerpore.

(b) To Deputy Port Conservator, Calcutta.

30. The thanks of the Department are due to the tea and indigo planters, to the Moravian Missionaries at Pedong, and to Mr. V. C. Henderson of Yatung (in Tibet) who have kindly continued to send rainfall returns during the past year, to the Surveyor-General, Ceylon, for sending meteorological observations taken at Colombo and Trincomallee for the daily weather report, and to Messrs. Mackinnon Mackenzie & Company, Agents of the British India Steam Navigation Company for allowing the commanders of their vessels to telegraph summaries of the weather experienced during their voyages.

31. *Office Establishment.*—The various members of my office establishment gave me full satisfaction throughout the year.

METEOROLOGICAL OFFICE, BENGAL,

The 29th May 1902.

C. LITTLE,

Meteorological Reporter to the Govt. of Bengal.

RETURN OF JOINT-STOCK COMPANIES FOR THE YEAR 1901-1902.

No. I.

Abstract of Joint-stock Companies for the year 1901-1902.

| | COMPANIES DIVIDED INTO SHARES. | | | COMPANIES LIMITED BY GUARANTEE <i>i.e.</i> , POSSESSING NO CAPITAL PAID UP. | |
|------------------------------------|--------------------------------|---------------------|---------------------|--|-----------------------|
| | Number of Companies. | Nominal Capital. | Paid-up Capital. | Number of Companies. | Number of members. |
| 1 | 2 | 3 | 4 | 5 | 6 |
| Working at the close of 1900-1901 | 398 | Rs. 19,84,49,684 | Rs. 15,47,11,734 | 5 | 2,520 |
| Registered during 1901-1902 | 34 | 1,48,04,000 | 30,83,000 | 1 | Unlimited. |
| Capital increased during 1901-1902 | 72 | 18,57,000 | 73,05,316 | ..... | ..... |
| Capital decreased 1901-1902 | ..... | ..... | ..... | ..... | ..... |
| Ceased to work during 1901-1902 | 19 | 24,58,000 | 18,30,073 | 1 | 2,000 |
| Working at the close of 1901-1902 | 413 | 21,26,52,534 | 16,32,69,377 | 5 | 520 |

B. L. CHANDRA,
Registrar of Companies.

No. II.

Joint stock Companies registered during the year 1901-1902.

| Number on the register. | Date of registration. | Classification and Name of Company. | Objects of Company. | Nominal Capital. | Paid-up Capital. | Situation of the Registered Office. |
|-------------------------|-----------------------|--|---|------------------|------------------|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | | I.—BANKING AND LOAN COMPANIES. | | Rs. | Rs. | No. 12 Dalhousie Square, Calcutta. |
| 1504 | 1st August 1901 | Stein, Forbes & Co., Ltd. | Banking Business | 3,00,000 | ... | |
| 1516 | 28th November " | Basirhat Loan Co., Ltd. | Do. and money lending business | 20,000 | ... | |
| 1517 | 4th December " | Brahmanbaria Loan Co., Ltd. | Do. and Loan business | 20,000 | ... | |
| 1522 | 13th March 1902 | Purua Central Bank, Ltd. | Do. and Loan business with the object of securing economic improvement of the masses especially the agriculturists. | 5,000 | ... | |
| | | | Total of Banking and Loan Companies | 3,45,000 | ... | |
| | | II.—TRADING COMPANIES. | | | | |
| | | (a) Merchants and Traders. | | | | |
| 1486 | 15th April 1901 | Bengal Chemical and Pharmaceutical Works, Ltd. | To manufacture chemicals and drugs | 25,000 | ... | No. 91 Upper Circular Road, Calcutta. |
| 1509 | 28th August " | A Ukil & Co., Ltd. | General Agents | 2,00,000 | ... | No. 36 Grey Street, Calcutta. |
| 1512 | 5th October " | Pioneer Building Syndicate, Ltd. | Builders and Contractors, etc. | 1,00,000 | ... | No. 1, Hara Street, Calcutta. |
| 1513 | 11th " | Bellinghatta Trading Co., Ltd. | Traders and Commission Agents | 20,000 | ... | No. 12, Chaulpati Road, Bellinghatta, Suburbs of Calcutta. |
| 1520 | 25th February 1902 | B. Glen & Co., Ltd. | Jute Merchants, Balern, etc. | 1,00,000 | ... | No. 102, Clive Street, Calcutta. |
| 1523 | 21st March " | Assam Pioneer and Manufacturing Co., Ltd. | General Traders, etc. | 50,000 | ... | No. 36, Grey Street, Calcutta. |
| | | | | 4,95,000 | ... | |

| | | | | | | | |
|------|-------------|------|--|---|-----------------------|----------------|--|
| 1501 | 12th July | 1901 | (b) <i>Railways and Tramways.</i> Bukhtiarpur-Bihar Light Railway Co., Ltd. | Constructing tramway between the station of Bukhtiarpur and the town of Bihar. | 8,00,000 | ... | No. 34, Jackson Ghat Street, Calcutta. |
| 1489 | 27th April | " | (c) <i>Shipping Landing and Warehousing.</i> Hooghly Docking and Engineering Co., Ltd. | Proprietors of docks, ship and boat builders and engineers. Total of Trading Companies | 5,00,000 17,95,000 | ... | Ditto ditto. |
| 1507 | 16th August | 1901 | III.—MILLS AND PRESSES. (a) <i>Cotton and Jute Spinning and Presses.</i> Narayanganj Co., Ltd. | Pressing jute, hemp, cotton, etc. | 5,00,000 | ... | No. 1, Clive Row, Calcutta. |
| 1497 | 13th June | " | (b) <i>Other Mills and Presses.</i> Ramkrishnapur Rice Mills, Ltd. | Husking paddy and making rice by means of machinery. Total of Mills and Presses | 20,000 5,20,000 | 8,000 8,000 | |
| 1493 | 30th May | 1901 | IV.—TEA COMPANIES. Nagri Farm Tea Co., Ltd. | Cultivating and manufacturers of tea | 3,00,000 | ... | No. 6, Strand Road, Calcutta. |
| 1494 | Do. | " | Chumong Tea Co., Ltd. | Ditto | 2,80,000 | ... | Ditto |
| 1498 | 29th June | " | Darjeeling-Himalayan Tea Co., Ltd. | Ditto | 1,40,000 | ... | No. 31, Dalhousie Square, Calcutta. |
| | | | V.—MINING AND QUARRIES. COMPANIES. (a) <i>Coal.</i> | | 7,20,000 | ... | |
| 1487 | 19th April | 1901 | Burrakur Coal Co., Ltd. | Coal business | 30,00,000 | 23,25,000 | No. 101-1, Clive Street, Calcutta. |
| 1490 | 7th May | " | Central Kerkend Coal Co., Ltd. | Ditto | 1,50,000 | 1,50,000 | No. 28, Dalhousie Square, Calcutta. |
| 1492 | 18th " | " | Marine Coal Co., Ltd. | Ditto | 1,50,000 | ... | No. 31, Dalhousie Square, South, Calcutta. |
| 1495 | 31st " | " | Jumoni Coal Co., Ltd. | Ditto | 14,60,000 | ... | No. 101-1, Clive Street, Calcutta. |
| 1496 | 31st " | " | Bhaskajuri Coal Co., Ltd. | Ditto | 7,50,000 | ... | Ditto |

| Number on the Register. | Date of registration. | Classification and name of Company. | Objects of Company. | Nominal Capital. | Paid-up Capital. | Situation of the Registered Office. |
|-------------------------|-----------------------|---|--|---|--|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1499 | 3rd July 1901 | V.—MINING AND QUARRYING COMPANIES— <i>concl'd.</i> (a) <i>Coal—concl'd.</i> Atlas Coal Co., Ltd. ... Huniladih Coal Co., Ltd. ... Jamgram Coal Co., Ltd. ... Damuda Valley Coal Syndicate, Ltd. ... Gopalchuck Coal Co., Ltd. ... Aldih Coal Co., Ltd. ... Palamau Coal Co., Ltd. ... Bongal Jheria Coal Co., Ltd. ... | Coal business Ditto ... Ditto ... Ditto ... Ditto ... Ditto ... Ditto ... Ditto ... | Rs. 5,00,000 8,00,000 7,50,000 24,000 6,00,000 8,00,000 5,00,000 8,00,000 | Rs. 6,00,000 | No. 7-1, Lyons Range, Calcutta. No. 2, Clive Ghat Street, Calcutta. No. 31, Dalhousie Square, Calcutta. No. 2, Clive Ghat Street, Calcutta. No. 101-1, Clive Street, Calcutta. No. 28, Dalhousie Square, Calcutta |
| 1502 | 19th " | | | | | |
| 1503 | 29th " | | | | | |
| 1505 | 7th August " | | | | | |
| 1508 | 21st " | | | | | |
| 1510 | 24th September " | | | | | |
| 1511 | 24th " | | | | | |
| 1521 | 4th March 1903 | | | | | |
| 1488 | 19th April 1901 | (b) <i>Others.</i> Pandra Prospecting and Mining Co., Ltd. Bikaur and Debra Dun Prospecting and Mining Co., Ltd. | Mining Coals, minerals and metals, etc. Prospecting and Mining ... | Rs. 97,24,000 5,00,000 | Rs. 30,75,000 ... | No. 101-1, Clive Street, Calcutta. |
| 1518 | 19th December " | | | | | |
| 1506 | 16th August 1901 | VI.—OTHER COMPANIES. Indigo Manures Supply Co., Ltd. Bengal Glass Co., Ltd. | Total of mining and quarrying Companies. Manufacturing artificial, chemical and other manures. Manufacturing glass, glass-ware, etc. ... | Rs. 1,07,24,000 2,00,000 | Rs. 80,75,000 ... | No. 12, Mission Row, Calcutta. |
| 1514 | 1st November " | | | | | |

B. L. CHANDRA,
Registrar of Companies.

No. III.

Companies limited by guarantee, registered during the year 1901-1902.

| Number on the register. | Date of registration. | Classification and name of Company. | Objects of Company. | Number of members. | Situation of the Registered Office. |
|-------------------------|-----------------------|---|---|--------------------|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1515 | 28th November 1901 | L.--INSURANCE COMPANIES. Writers' Buildings Provident Fund, Ltd. | To afford some relief to the subscribers after retirement or to other nominees after death. | Unlimited members. | Writers' Buildings, Bengal Secretariat, Calcutta. |

B. L. CHANDRA,
Registrar of Companies.

No. IV.
Joint-Stock Companies that have increased their Capital during the year 1901-1902.

| Number on the register. | Date of registration. | Classification and name of Company. | Date of increase. | PREVIOUS CAPITAL. | | PRESENT CAPITAL. | | DIFFERENCE. | |
|-------------------------|-----------------------|---------------------------------------|----------------------|-------------------|----------|------------------|----------|-------------|----------|
| | | | | Nominal. | Paid-up. | Nominal. | Paid-up. | Nominal. | Paid-up. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | I.—BANKING COMPANIES. | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| | | (a) Banking and Loan Companies. | | | | | | | |
| 301 | 5th November 1874. | Pogra Loan Office, Ltd. | 1st July 1901 | 20,000 | 13,340 | 20,000 | 13,360 | ... | 20 |
| 326 | 26th September 1875. | Nasirabad Loan Office, Ltd. | 13th June " | 50,000 | 28,180 | 50,000 | 28,190 | ... | 10 |
| 478 | 8th August 1883 | Pabna Bank, Ltd. | 2nd July " | 20,000 | 12,000 | 20,000 | 20,000 | ... | 1,000 |
| 509 | 2nd March 1885 | Nouakhali Loan Office, Ltd. | 22nd April " | 20,000 | 13,640 | 20,000 | 15,000 | ... | 1,360 |
| | | | 30th September 1901. | | | | | | |
| 546 | 15th September 1887. | Khulna Loan Co., Ltd. | 5th February 1902. | 15,000 | 15,000 | 45,000 | 44,660 | 30,000 | 29,660 |
| 907 | 26th July 1894 | Nilphamari Loan Office, Ltd. | 5th August 1901 | 50,000 | 20,000 | 50,000 | 30,000 | ... | 10,000 |
| 959 | 20th December 1894. | Gaya Loan Office, Ltd. | 17th February 1902. | 50,000 | 20,975 | 50,000 | 21,132 | ... | 167 |
| 983 | 8th April 1895 | Ghatsail Loan and Insurance Co., Ltd. | 5th July 1901 | 20,000 | 4,320 | 20,000 | 4,350 | ... | 30 |
| 1123 | 18th June 1896 | Kurigram Bank, Ltd. | 28th " | 20,000 | 15,880 | 20,000 | 16,000 | ... | 120 |
| 1137 | 8th July " | Bhowanipur Banking Corporation, Ltd. | 19th March 1902 | 1,00,000 | 25,800 | 1,00,000 | 49,550 | ... | 23,750 |
| 1144 | 18th " | Ulipore Loan Co., Ltd. | 27th July 1901 | 20,000 | 18,938 | 20,000 | 19,800 | ... | 662 |
| 1292 | 28th November 1896. | Sylhet National Co., Ltd. | 17th June " | 1,00,000 | 6,910 | 1,00,000 | 10,870 | ... | 3,960 |
| 1306 | 12th December 1896. | Kumarkhali Banking Corporation, Ltd. | 25th " | 20,000 | 10,640 | 20,000 | 10,850 | ... | 10 |
| 1439 | 17th October 1898 | Pabna Model Co., Ltd. | 24th " | 1,00,000 | 3,160 | 1,00,000 | 7,570 | ... | 4,510 |

| | | | | | | | | | |
|-------------------------------|--|--|-----------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------|--------------------|
| 982 1357 | 6th April 1895 19th February 1897. | Tippura Jiban Bina Co., Ltd. Dumchunda Paribarik Sanehan Co., Ltd. | 18th 25th November 1901. | 12,000 9,000 | 1,000 2,537 | 12,000 9,000 | 1,130 2,312 | ... | 130 75 |
| II.—TRADING COMPANIES. | | | | | | | | | |
| (a) Merchants and Traders. | | | | | | | | | |
| 702 | 10th September 1891. | Tangail Trading Co., Ltd. | 25th June 1901 | 50,000 | 4,150 | 50,000 | 4,350 | ... | 200 |
| 942 | 12th November 1894. | Jalpaiguri Club Co., Ltd. | 31st February 1902. | 75,000 | 50,520 | 75,000 | 56,600 | ... | 6,080 |
| 995 | 5th July 1895 | Shalimar Works, Ltd. ... | 4th June 1901 | 3,20,000 | 2,68,000 | 3,20,000 | 3,20,000 | ... | 52,000 |
| 1011 | 20th August " | Bharat Samiti, Ltd. ... | 9th July " | 5,00,000 | 71,747 | 5,00,000 | 88,322 | ... | 16,575 |
| 1031 | 4th November " | Chota Nagpur Trading Co., Ltd. ... | 26th September 1901. | 20,000 | 15,060 | 20,000 | 15,230 | ... | 220 |
| 1060 | 5th February 1896 | Sylhet Trading Co., Ltd. | 4th November 1901. | 1,00,000 | 7,010 | 1,00,000 | 7,350 | ... | 340 |
| 1102 | 11th May " | Assam Valley Trading Co., Ltd. ... | 26th April 1901 | 1,00,000 | 19,449 | 1,00,000 | 54,000 | ... | 34,551 |
| 1354 | 17th February 1897. | Ranchi Trading Corporation, Ltd. | 15th October 1901. | 20,000 | 6,450 | 20,000 | 6,620 | ... | 170 |
| 1399 | 6th September 1897. | Cochin Club Co., Ltd. ... | 27th June 1901 | 40,000 | 24,480 | 40,000 | 39,990 | ... | 15,420 |
| 1400 | 7th September 1897. | Svadishi Bhandar, Ltd. | 21st " | 20,000 | 402 | 20,000 | 6,442 | ... | 8,040 |
| 1425 | 21st May 1898 ... | Atkinson Brothers, Ltd. | 19th November 1901. | 3,00,000 | ... | 3,00,000 | 2,00,000 | ... | 2,00,000 |
| 1446 | 16th February 1899. | Chota Nagpur Timber and Trading Co., Ltd. | 15th January 1902. | 2,00,000 | 75,000 | 2,00,000 | 1,00,000 | ... | 25,000 |
| (b) Railways and Tramways. | | | | | | | | | |
| 613 | 23rd June 1890 | Bengal Provincial Railway Co., Ltd. | 13th July 1901 | 11,00,000 | 8,48,721 | 11,00,000 | 8,48,774 | ... | 53 |
| 994 | 19th " 1895 | Howrah-Sheekhala Light Railway Co., Ltd. | 21st May " 8th August " | 5,40,000 36,00,000 | 5,40,000 24,58,200 | 6,40,000 36,00,000 | 6,00,000 29,99,940 | 1,00,000 ... | 60,000 5,41,740 |
| 1326 | 7th January 1897 | Brahmaputra-Sultanpur Branch Railway Co., Ltd. | 12th July " | | | | | | |
| (c) Co-operative Association. | | | | | | | | | |
| 617 | 4th August 1890 | Jamulpur Co-operative Stores Association, Ltd. | 6th September 1901. | 8,000 | 7,960 | 8,000 | 7,971 | ... | 11 |

| Number on the registers | Date of registration. | Classification and name of Company. | Date of increase. | PREVIOUS CAPITAL. | | PRESENT CAPITAL. | | DIFFERENCE. | |
|-------------------------|-----------------------|--|--|-------------------|-----------|------------------|-----------|-------------|-----------|
| | | | | Nominal. | Paid-up. | Nominal. | Paid-up. | Nominal. | Paid-up. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | III.—MILLS AND PRESSES. | | | | | | | |
| | | (a) Cotton Mills. | | | | | | | |
| 1127 | 15th June 1896 | Sri Gungaji Cotton Mills Co., Ltd. | 4th November 1901. | 10,00,000 | 4,63,015 | 10,00,000 | 4,68,415 | ... | 5,400 |
| 1278 | 10th November 1896. | Dunbar Mills, Ltd. | 12th March 1902 | 50,00,000 | 14,00,000 | 50,00,000 | 19,00,000 | ... | 5,00,000 |
| 1443 | 9th November 1898. | Serampore Cotton Mills, Ltd. | 17th October 1901 | 9,00,000 | 6,00,000 | 9,00,000 | 8,55,900 | ... | 2,55,000 |
| | | (b) Jute Mills. | | | | | | | |
| 405 | 5th October 1880 | Union Jute Co., Ltd. | 10th April 1901 12th February 1902. | 12,00,000 | 9,00,000 | 18,00,000 | 17,66,975 | 6,00,000 | 8,66,975 |
| 585 | 28th November 1889. | Sibpur Jute Manufacturing Co., Ltd. | 15th March 1902 | 17,50,000 | 17,49,050 | 17,50,000 | 17,49,550 | ... | 500 |
| 908 | 1st August 1894 | Clive Mills Co., Ltd. | 11th April 1901 | 16,00,000 | 5,94,100 | 16,00,000 | 11,65,000 | ... | 6,30,900 |
| 1012 | 30th August 1895 | Standard Jute Co., Ltd. | 12th February 1902. | 23,00,000 | 13,00,000 | 23,00,000 | 23,00,000 | ... | 10,00,000 |
| 1021 | 21st September 1895. | Alliance Jute Mills Co., Ltd. | 24th June 1901 13th January 1902 | 11,00,000 | 11,00,000 | 15,00,000 | 13,53,000 | 4,00,000 | 2,53,000 |
| 1029 | 29th October 1895 | Gauripur Co., Ltd. | 26th February 1902. | 35,00,000 | 25,07,300 | 35,00,000 | 25,50,000 | ... | 42,700 |
| 1457 | 14th September 1899. | Kinnison Jute Mills Co., Ltd. | 31st October 1901 | 20,00,000 | 11,22,000 | 20,00,000 | 12,50,000 | ... | 1,27,500 |
| | | (c) Mills other than Cotton, Jute, Wool, Silk, Hemp, &c. | | | | | | | |
| 1454 | 15th July 1899 | Monarch Flour Mills Co., Ltd. | 26th April 1901 | 3,00,000 | ... | 3,00,000 | 2,49,902 | ... | 2,49,902 |

IV.—TEA AND OTHER PLANTING COMPANIES.

(a) Tea.

| | | | | | | | | | |
|------|---------------------|------------------------------------|-----------------------|----------|----------|-----------|----------|----------|----------|
| 513 | 16th May 1885 | Arya Tea Co., Ltd. | 4th June 1901 | 84,980 | 59,990 | 84,980 | 94,980 | ... | 24,990 |
| 823 | 16th February 1894. | Choonabhatti Tea Co., Ltd. | 28th March 1902 | 4,00,000 | 2,00,000 | 4,00,000 | 2,47,000 | ... | 47,000 |
| 834 | 17th March 1894 | Hatikihra Tea Co., Ltd. | 6th July 1901 | 9,00,000 | 8,14,600 | 9,00,000 | 8,85,163 | ... | 70,598 |
| 893 | 18th June 1895 | Banarhat Tea Co., Ltd. | 9th April 1901 | 5,00,000 | 5,00,000 | 10,00,000 | 6,32,800 | 5,00,000 | 1,32,800 |
| 1041 | 14th December 1895. | Birpara Tea Co., Ltd. | 22nd March 1902 | 7,50,000 | 4,50,000 | 7,50,000 | 4,85,000 | ... | 35,000 |
| 1049 | 11th January 1896. | Phakawa Tea and Co., Ltd. | 8th June " | 2,50,000 | 2,12,000 | 2,50,000 | 2,12,500 | ... | 500 |
| 1089 | 10th April 1896 | Indoswar Tea and Trading Co., Ltd. | 6th June 1901 | 1,00,000 | 65,975 | 1,00,000 | 78,960 | ... | 12,985 |
| 1242 | 24th July " | Hantapara Tea Co., Ltd. | 1st " | 4,50,000 | 4,50,000 | 5,25,000 | 4,50,000 | 75,000 | ... |
| 1270 | 2nd November 1896. | Pabbojan Tea Co., Ltd. | 20th " November 1901. | 3,20,000 | 2,48,000 | 3,70,000 | 2,48,000 | 50,000 | ... |
| 1391 | 29th May 1897 | Tingalibam Co., Ltd. | 12th " | 2,50,000 | 2,12,000 | 2,50,000 | 2,21,500 | ... | 12,500 |
| 1434 | 29th August 1898 | Dhodaam Tea Co., Ltd. | 4th May 1901 | 2,60,000 | 2,60,000 | 3,12,000 | 2,60,000 | 63,000 | ... |
| 1448 | 18th March 1899 | Simal Bari Tea Co., Ltd. | 6th March 1902 | 50,000 | 30,900 | 50,000 | 40,000 | ... | 9,100 |
| 1463 | 15th February 1900 | Dimaknei Tea Co., Ltd. | 6th July 1901 | 2,00,000 | ... | 2,50,000 | 1,20,000 | 50,000 | 1,20,000 |
| 1449 | 28th April 1900 | Margareta Hope Tea Co., Ltd. | 9th January 1902 | 3,00,000 | ... | 3,00,000 | 3,00,000 | ... | 3,00,000 |
| 1472 | 13th July " | Atiabari Tea Co., Ltd. | 4th May 1901 | 75,000 | ... | 75,000 | 8,610 | ... | 8,610 |
| 1478 | 3rd September, " | Bhateowa Tea Co., Ltd. | 13th July " | 3,00,000 | 29,875 | 3,00,000 | 73,402 | ... | 43,527 |
| 1475 | 9th November 1900. | New Killeck Tea Co., Ltd. | 18th March 1902 | 2,00,000 | ... | 2,00,000 | 2,00,000 | ... | 2,00,000 |
| 1477 | 17th November 1900. | Nagrjuli Tea Co., Ltd. | 27th March " | 4,00,000 | ... | 4,00,000 | 61,250 | ... | 61,250 |
| 1481 | 24th January 1901 | New Cinnatalliah Tea Co., Ltd. | 21st May 1901 | 2,00,000 | ... | 2,00,000 | 2,00,000 | ... | 2,00,000 |
| 255 | 8th April 1873 | Raniganj Coal Association, Ltd. | 24th June 1901 | 9,00,000 | 8,98,500 | 9,00,000 | 9,00,000 | ... | 500 |
| 896 | 5th July 1895 | Jherria Colliery Co., Ltd. | 30th April " | 3,00,000 | 2,45,000 | 3,00,000 | 2,50,000 | ... | 5,000 |
| 1113 | 23rd May 1896 | Sitarampore Coal Co., Ltd. | 15th August " | 3,00,000 | 2,24,000 | 3,00,000 | 2,25,000 | ... | 1,000 |
| 1129 | 13th June " | New Manbhurn Coal Co., Ltd. | 10th December 1901. | 3,00,000 | 2,24,640 | 3,00,000 | 2,40,000 | ... | 15,360 |
| 1169 | 12th August " | Reliance Coal Co., Ltd. | 14th March 1902 | 6,00,000 | 2,00,000 | 6,00,000 | 3,74,700 | ... | 1,74,700 |
| 1453 | 13th June 1899 | Burna Coal Mines Co., Ltd. | 31st July 1901 | 1,50,000 | 48,500 | 1,50,000 | 62,000 | ... | 13,500 |

V.—MINING AND QUARRYING COMPANIES.

(a) Coal.

| Number in the register. | Date of regis- tration. | Classification and name of Company. | Date of in- crease. | PREVIOUS CAPITAL. | | PRESENT CAPITAL. | | DIFFERENCE. | |
|-------------------------------|----------------------------|---|------------------------|-------------------|----------|------------------|----------|-------------|----------|
| | | | | Nominal. | Paid-up. | Nominal. | Paid-up. | Nominal. | Paid-up. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | V.—MINING AND QUARRYING COMPANIES— <i>concl.</i> (a) <i>Coal—concl.</i> | | Ra. | Ra. | Ra. | Ra. | Ra. | Ra. |
| 1471 | 26th June 1900 | Seelpore Coal Co., Ltd. | 19th February 1902. | 4,00,000 | 2,79,880 | 4,00,000 | 2,80,960 | ... | 1,080 |
| 1473 | 7th December " | Standard Coal Co., Ltd. | 4th March 1902 | 8,00,000 | ... | 8,00,000 | 8,00,000 | ... | 8,00,000 |
| | | (b) <i>Others.</i> | | | | | | | |
| 1484 | 17th February 1900. | Chota Nagpur Mica Syndicate, Ltd. | 8th May 1901 ... | 1,00,000 | ... | 1,00,000 | 45,000 | ... | 45,000 |
| | | VI.—OTHER COMPANIES. | | | | | | | |
| 1488 | 27th April 1900 | Khororia Mejaillab Zemindary Syndicate, Ltd. | 7th September 1901. | 90,000 | ... | 90,000 | 3,600 | ... | 3,600 |

B. L. CHANDRA,
Registrar of Companies.

No. V.

Joint-Stock Companies that have reduced their Capital during the year 1901-1902.

Nd.

B. L. CHANDRA,
Registrar of Companies.

No. VI.

Joint-Stock Companies that having ceased to work, have gone into liquidation, or have been finally dissolved (or otherwise become defunct) during the year 1901-1902.

| Number on the register. | Date of registration. | Classification and name of Company. | Nominal capital. | Paid-up capital. | Date of going into liquidation. | Date of final dissolution. |
|-------------------------|-----------------------|--|------------------|------------------|---------------------------------|----------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | | I.—BANKING, LOAN, AND INSURANCE COMPANIES. | | | | |
| | | <i>(a) Banking and Loan Companies.</i> | | | | |
| 1117 | 2nd June 1896 | Koteswar Loan Co., Ltd. | 20,000 | 2,288 | 20th August 1901. | Defunct. |
| 1404 | 22nd September 1897 | Narandiyi Nagarbati Daulatpur Dhana Bhandar Samiti, Ltd. | 20,000 | 899 | ..... |  |
| | | <i>(b) Insurance Companies.</i> | | | | |
| 1330 | 16th January 1897 | Mahisakhecha O Govardhana Sulava Sansarik Bhandar, Ltd. | 5,000 | ... | ..... | Do. |
| 1340 | 26th " | Rongpur Municipada Sarvavidya Sahayya Co., Ltd. | 15,000 | ... | ..... | Do. |
| 1373 | 2nd April " | Machhari Sulava Sahayya Samiti Co., Ltd. | 20,000 | ... | ..... | Do. |
| 1420 | 16th March 1898 | Harmatra Mahada Sadharan Deyanocana Co., Ltd. | 5,000 | ... | ..... | Do. |
| | | II.—TRADING COMPANIES. | | | | |
| | | <i>(a) Merchants and Traders.</i> | | | | |
| 1036 | 26th November 1895 | Mrittinga Star Co., Ltd. | 20,000 | 3,207 | ..... | Do. |
| 1451 | 16th May 1899 | Batbgate, Firm and Co., Ltd. | 3,00,000 | 1,75,000 | 1st July 1901. | |
| 1466 | 8th March 1900 | Creet Brothers, Ltd. | 2,00,000 | ... | 19th December 1901. | |
| | | <i>(b) Navigation.</i> | | | | |
| 1461 | 6th January 1900 | Kapotalaka Steam Navigation Co., Ltd. | 10,000 | 1,198 | 8th July 1901 | 9th October 1901. |

| III.—MILLS AND PRESSES. | | | | | | | | | |
|---|--------------------|-----|--|-----|----------|----------|---------------------|-----|--------------------|
| (a) Cotton and Jute Seives and Presses. | | | | | | | | | |
| 480 | 13th August 1883 | ... | India Pressing Co., Ltd. | ... | 1,50,000 | 1,50,000 | 24th June 1901. | ... | 9th April 1901. |
| (b) Other Mills and Presses. | | | | | | | | | |
| 1022 | 5th October 1895 | ... | Shalimar Mills Co., Ltd. | ... | 3,00,000 | 2,02,000 | 11th October 1900 | ... | ... |
| 1181 | 25th August 1896 | ... | Bengal Sew Mills Co., Ltd. | ... | 80,000 | 80,000 | 23rd August 1901. | ... | ... |
| 1452 | 27th May 1899 | ... | Mogra Bone Mills Co., Ltd. | ... | 1,00,000 | 20,600 | 10th March 1902. | ... | ... |
| IV.—TEA COMPANIES. | | | | | | | | | |
| 316 | 1st May 1875 | ... | Sapakali Tea Co., Ltd. | ... | 88,000 | 88,000 | 19th December 1901. | ... | 16th October 1901. |
| 518 | 29th December 1885 | ... | Kilicott ditto | ... | 2,00,000 | 2,00,000 | 19th November 1900 | ... | 22nd March 1901. |
| 1388 | 24th November 1896 | ... | Potong ditto | ... | 2,00,000 | 60,700 | 9th March 1901 | ... | ... |
| V.—COAL COMPANIES. | | | | | | | | | |
| (a) Coal. | | | | | | | | | |
| 320 | 19th June 1875 | ... | Burrakur Coal Co., Ltd. | ... | 3,00,000 | 3,00,000 | 20th April 1901. | ... | ... |
| 730 | 2nd September 1892 | ... | South Burrakur Coal Co., Ltd. | ... | 5,00,000 | 5,00,000 | 7th August " | ... | Defunct. |
| 1010 | 15th August 1895 | ... | Victoria Coal Mining Co., Ltd. | ... | 1,00,000 | 8,500 | ..... | ... | ... |
| 1094 | 21st February 1896 | ... | Great Eastern Coal Co., Ltd. | ... | 5,00,000 | 5,00,000 | 6th July 1901. | ... | ... |
| (b) Others. | | | | | | | | | |
| 657 | 25th November 1880 | ... | Palganj Gold Prospecting Syndicate, Ltd. | ... | 3,00,000 | 3,00,000 | 5th July 1899 | ... | 7th February 1902. |
| VI.—OTHER COMPANIES. | | | | | | | | | |
| 1485 | 23rd March 1901 | ... | Calcutta Tile and Stone Co., Ltd. | ... | 25,000 | ... | 14th September 1901 | ... | 3rd December 1901. |

B. L. CHANDRA,
Registrar of Companies.

No. VII.
Companies limited by guarantee, that having ceased to work, have gone into liquidation, or have been finally dissolved (or otherwise become defunct) during the year 1901-1902.

| Number on the register. | Date of registration. | Classification and name of Company. | Number of members. | Date of going into liquidation. | Date of final dissolution. |
|-------------------------|-----------------------|---|--------------------|---------------------------------|----------------------------|
| 1 | ■ | 3 | 4 | 6 | 6 |
| 1435 | 21st September 1898 | L--INSURANCE COMPANIES. Engineers and Firemen's Union in India, Ltd. | 2,000 | ..... | Defunct. |

B. L. CHANDRA,
Registrar of Companies.

No. VIII.

List of Joint-Stock Companies at work on 31st March 1903.

| CLASSIFICATION OF COMPANY. | Total number. | Aggregate nominal capital. | Aggregate paid-up capital. |
|--|---------------|----------------------------|----------------------------|
| I | 2 | 3 | 4 |
| I.—Banking, Loan and Insurance Companies— | | | |
| (a) Banking and Loan Companies | 47 | Rs. 3,32,40,000 | 2,95,44,181 |
| (b) Insurance Companies | 14 | 75,99,250 | 7,37,070 |
| Total of Banking, Loan, and Insurance Companies | 61 | 4,07,79,250 | 3,02,81,251 |
| II.—Trading Companies— | | | |
| (a) Merchants and Traders | 59 | 1,07,95,700 | 82,29,478 |
| (b) Navigation | 3 | 26,40,000 | 16,40,000 |
| (c) Railways and Tramways | 14 | 1,68,15,000 | 1,44,57,834 |
| (d) Co-operative Associations | 11 | 3,04,400 | 2,86,981 |
| (e) Shipping, Landing, and Warehousing | 3 | 18,00,000 | 13,00,000 |
| Total of Trading Companies | 90 | 3,24,55,100 | 2,59,14,293 |
| III.—Mills and Presses— | | | |
| (a) Cotton Mills | 8 | 1,25,75,000 | 85,99,815 |
| (b) Jute Mills | 20 | 3,98,92,250 | 3,32,49,375 |
| (c) Mills for Cotton, Jute, Wool, Silk, Hemp, etc. | 4 | 25,00,000 | 10,81,552 |
| (d) Cotton and Jute Screws, and Presses | 10 | 32,10,000 | 25,40,100 |
| (e) Other Mills and Presses | 10 | 55,20,000 | 50,53,792 |
| Total of Mills and Presses | 52 | 6,36,97,250 | 5,03,30,134 |
| IV.—Tea and other Planting Companies— | | | |
| (a) Tea | 132 | 3,77,44,180 | 3,29,89,047 |
| (b) Others | 4 | 10,92,500 | 9,89,775 |
| Total of Tea and other Planting Companies | 136 | 3,88,36,680 | 3,39,78,822 |

| CLASSIFICATION OF COMPANY. | | Total number. | Aggregate nominal capital. | Aggregate paid-up capital. |
|---|-----|---------------|----------------------------|----------------------------|
| | | | Rs. | Rs. |
| IV.—Mining and Quarrying Companies— | | 2 | | |
| (a) Coal | ... | 41 | 2,48,88,000 | 1,58,81,960 |
| (b) Others | ... | 16 | 62,06,000 | 20,18,334 |
| Total of Mining and Quarrying Companies | | 57 | 3,08,91,000 | 1,79,00,294 |
| VI.—Ice-manufacturing Companies | | 6 | 8,33,254 | 7,74,670 |
| VII.—Sugar-manufacturing Companies | ... | 2 | 21,00,000 | 91,00,000 |
| VIII.—Other Companies | ... | 6 | 30,60,000 | 17,89,913 |

B. L. CHANDRA,
Registrar of Companies.

No. IX.

List of Companies limited by guarantee at work on 31st March 1902.

| CLASSIFICATION OF COMPANY. | | | | Total number. | Number of members. |
|----------------------------|-----|-----|-----|---------------|--------------------|
| I | | | | 2 | 3 |
| I.—Insurance Companies | ... | ... | ... | 2 | 20 |
| II.—Trading ditto | ... | ... | ... | 1 | 100 |
| III.—Other ditto | ... | ... | ... | 2 | 400 |

B. L. CHANDRA,

Registrar of Companies.

No. X.

Statement of fees realised during the year 1901-1902.

| 1 | | | 2 | 3 |
|--|----|----|------------|----|
| | | | Rs. A. P. | |
| Amount of fees realised under Act VI of 1892 | .. | .. | 14,511 0 0 | .. |
| Ditto ditto XXI of 1900 | .. | .. | 207 0 0 | .. |
| Ditto ditto XII of 1895 | .. | .. | 15 0 0 | .. |
| Total | | | 14,833 0 0 | .. |

B. L. CHANDRA,
Registrar of Companies.

**RESOLUTION ON THE REPORT OF THE SANITARY COMMISSIONER,
BENGAL, FOR THE YEAR 1901.**

MUNICIPAL DEPARTMENT—SANITATION.

Darjeeling, the 26th June 1902.

RESOLUTION—No. 1112T.—M.

—READ—

The Report of the Sanitary Commissioner, Bengal, for the year 1901.

Read again—

The Sanitary Commissioner's Report for 1900 and the Resolution of Government recorded on it.

The report of the Sanitary Commissioner for 1901 has been submitted punctually, and is prepared on the same lines as last year. Some of the tables, which were in the report for 1900, have been omitted, but there are still more than are required, about which separate orders will be given. It is the duty of the Sanitary Department not only to record facts as to outbreaks of epidemic and other diseases, but to inquire into their causes and to report on local conditions affecting health. The space made available by the omission of these tables could be profitably utilised in discussing the insanitary conditions of particular localities, in recording what has been done or attempted towards the introduction of preventive measures or in explaining why this is not possible. For instance, it is noted in paragraph 32 that the very high rate of mortality from small-pox in Cuttack is due to preventable causes. If this is so, the necessary measures for checking the disease might have been indicated. It is possible that the Sanitary Department is taking steps for this object, but there is no mention of this in the report.

2. *Vital Statistics.*—The rainfall of the year was scanty and unevenly distributed, and the agricultural outturn below the average in many districts. These conditions are to some extent reflected in the vital statistics, and the death-rate, though lower by 3.94 per mille than that of the year 1900, was higher by .19 per mille than the average death-rate of the last five years, which is calculated on the census of 1891. On the other hand, the birth-rate has improved. It was 1.83 per mille higher than in 1900, calculated on the revised figures of population, and 1.77 per mille higher than the average of the last five years calculated on the figures of 1891. The census of 1901 has shown an increase of 5.1 per cent. in the population, and it appears that, in spite of famine and plague in the interval, the general health of the Province is not deteriorating.

The value of vital statistics depends upon the accuracy with which they are collected. The statistics of the past year were tested over a considerable area by the vaccination staff, who discovered that 3,867 births and 2,240 deaths had not been reported. This amounts to a percentage of 1.2 of births and .93 of deaths for the area tested, and shows that the reporting staff do their work fairly well. The Magistrates of the districts mentioned in paragraph 7 of the report, where reporting was most defective, should take measures to improve this work.

3. *Principal diseases.*—The decrease in the general death-rate was due mainly to the comparative absence of cholera. In Orissa there was a severe outbreak, which is attributed to the short rainfall of 1901. This explanation is doubtful. It would appear that want of sanitary precautions in regard to the pilgrims and at local fairs was more responsible for the outbreak, and it is mentioned that the local authorities at Puri neglected to make proper arrangements at a local fair where the disease originated. It is also said that the District Board has disclaimed responsibility in the matter. The duties of District Boards to provide for the drainage, water-supply, and

conservancy staff at fairs were laid down in the Government Resolution of the 29th September 1891, and again in a circular of the 12th July 1893, and a report will be called for to explain why the rules there prescribed were not followed in Puri.

The number of anti-cholera inoculations was smaller than in 1900, owing to the smaller emigration. The results, however, so far as recorded, were satisfactory, as of the coolies exposed to the disease, 8·36 per cent. of uninoculated persons were affected, of whom 50 per cent. died, while of inoculated coolies, only 1·2 per cent. took the disease and none died. A larger number of persons of the non-emigrant class were inoculated than in 1900, and the work done reflects credit on the Assistant Surgeons who were employed.

4. There was a severe outbreak of small-pox during the year, and the mortality was higher than in any year since 1877. The subject will be dealt with more fully in the Vaccination Report, and it is only necessary to remark here that in Orissa, where the disease was most prevalent, it is said to be due largely to preventible causes, of which inoculation is the chief. The mortality from this cause among children was considerably smaller than in 1900 and 25 per cent. less than in 1899, but no explanation is suggested.

5. In accordance with the instructions of the Government of India, the returns under the head of plague have been separately classified. The number of attacks and deaths for the whole Province were 90,762 and 78,629, respectively, against 40,294 and 38,412 in the preceding year. The fall in the ratio of mortality from 95·74 to 86·63 indicates an improvement in registration, but the percentage is still higher than that which the experience of plague elsewhere has shown to constitute a normal rate. It is noticeable that the percentage of deaths to attacks in Calcutta was as high as 91·54, against 86·11 in the interior. The reason for this should be investigated. It is possibly due to the greater facilities for evacuation of houses in rural areas. The people in rural areas now understand the value of evacuation of infected houses and readily resort to it; and it is to be hoped that the advantages of disinfection will in time be similarly appreciated. It appears that disinfection was satisfactorily carried out in several large towns in Bihar, and Assistant Surgeons and others have been trained in this important work. Anti-plague inoculation was carried out on a considerable scale in Gaya and Patna, but the information as to results is unfortunately incomplete. The experiments of Major Drury and Captain Rogers, mentioned in paragraph 40, have been separately considered. The results are not in agreement with those obtained elsewhere, and the experiments are to be further tested. The Lieutenant-Governor, while unable on the experience gained in Bengal to accept the arguments of Major Dyson in favour of inoculation against disinfection, is far from wishing to discourage inoculation when it can be voluntarily carried out. That personal influence can achieve excellent results in this direction is shown in the case of Gaya, where 22,169 persons were inoculated during the year and only 418 deaths from plague occurred.

6. The portion of the report devoted to fever is not very interesting. It shows that the death-rate was a little higher than the average of the last ten years, though this may be accounted for by the inclusion of deaths from plague. There is nothing to indicate that any inquiries were made to show how far this was the case. The Lieutenant-Governor hopes that more information will be given, as promised, in future reports as to the comparative immunity from fever of particular areas, and that the causes of the severe outbreaks in particular localities, of which a long list is given in paragraph 46, will be more fully investigated. With regard to the type of fever prevailing, some information is given, but it is far from complete, and more scientific and exhaustive investigations are necessary to deal with the subject. Materials will, it is hoped, be shortly available in the Medical Histories of Districts which are under preparation in the Medical Department.

7. The deaths from dysentery and diarrhoea were fewer than in the previous year, but above the average of the preceding ten years. The greatest number of deaths from these causes occurred in towns—a result probably due to defective diagnosis in rural areas. Deaths from other causes decreased owing to the separate classification of plague.

8. *Sanitary Works.*—There was a considerable increase of expenditure on conservancy, drainage, and the treatment of the sick in municipalities. The expenditure on conservancy has increased since 1895 by over three lakhs of rupees. The list of works considered by the Sanitary Board during the year shows that progress is being made for the improvement of water-supply and drainage.

By order of the Lieutenant-Governor of Bengal,

E. W. COLLIN,

Offg. Secretary to the Govt. of Bengal.

WEATHER AND CROP REPORT.

For the week ending the 30th June 1902.

Bardwan.—Rainfall at Sadar 0·08, Kalna 0·76, Katwa 2·20, Raniganj 0·15. Weather cool and cloudy. Ploughing of land and sowing of paddy continue. Condition of cattle good. Fodder and water sufficient. Common rice selling at 12 seers per rupee.

Birbhum.—Rainfall at Sadar 21, Rampur Hat 0·36. Want of sufficient rain has caused damage to paddy seedlings and sugarcane. Common rice sells at Sadar at 12 seers per rupee. Fodder sufficient.

Bankura.—Rainfall at Sadar 20. Weather hot and cloudy. Rain badly wanted. Seedlings of paddy withering at some places for want of rain. Sugarcane growing well. Fodder and water sufficient. Common rice selling at about 14 seers per rupee.

Midnapore.—Rainfall at Sadar 1·87, Ghatal 0·99, Contai and Tamluk nil. Rain badly wanted for paddy in Contai and Tamluk. Weather hot and cloudy. Jute doing well. State of bombyx mori fair at Ghatal. Fodder and water sufficient. Common rice sells as follows:—

| | | | Srs. ch. | |
|--------|-----|-----|----------|--------------|
| Sadar | ... | ... | 12 8 | } per rupee. |
| Contai | ... | ... | 12 9 | |
| Tamluk | ... | ... | 11 12 | |
| Ghatal | ... | ... | 12 5 | |

Hooghly.—Rainfall at Sadar 0·36, Serampore 13, Arambagh 2·00. Ploughing for sowing of aman continues. Weeding of aus, jute, and sugarcane progressing. Rain wanted. Fodder and water sufficient. Common rice sells as follows:—

| | | | Srs. ch. | |
|-----------|-----|-----|----------|--------------|
| Sadar | ... | ... | 10 0 | } per rupee. |
| Serampore | ... | ... | 10 11 | |
| Arambagh | ... | ... | 12 3 | |

Howrah.—Rainfall at Sadar 1·50, Ulubaria 96. Fall general on the 22nd and 23rd. Full recorded at Sadar also on the 27th. It was much needed and was beneficial to the paddy seedlings. Sowing of aman for seedlings almost finished. Agricultural prospects continue to be fair. Weather unduly warm. Fodder and water sufficient. No cattle-disease. Common rice sells at 11 seers per rupee everywhere in the district.

24-Parganas.—Rainfall at Sadar 1·53, Barasat 0·10, Basirhat 0·00, Diamond Harbour 1·59. Weather hot and cloudy. State and prospects of standing crops good excepting in Barasat and Basirhat, where there has been some deterioration from want of rain. Transplantation of aman and weeding of aus and jute continue. Common rice sells at 12 seers per rupee. Condition of cattle good. Supply of fodder and water sufficient.

Nadia.—Rainfall at Sadar 1·80, Ranaghat 0·03, Chuadanga 0·35, Meherpur 1·21, Kshatia 0·52. Weather hot and cloudy. Standing crops suffering in parts of the district for want of rain. Fodder and water sufficient everywhere. Common rice sells as follows:—

| | | | Srs. ch. | |
|-----------|-----|-----|----------|--------------|
| Sadar | ... | ... | 11 0 | } per rupee. |
| Ranaghat | ... | ... | 11 0 | |
| Chuadanga | ... | ... | 11 4 | |
| Meherpur | ... | ... | 10 11 | |
| Kshatia | ... | ... | 11 4 | |

Murshidabad.—Rainfall at Sadar 1·72, Kandi 1·11, Jangipur 0·25, Lalbagh report not received. Weather reasonable. Harvesting of *ad* over. Prospects of mulberry and sugarcane fair. Jute thriving well. *Hainawi* seedlings doing well. Rain wanted for aus paddy. Small-pox reported among cattle in Bahatal outpost. Fodder and water sufficient. Common rice sells as follows:—

| | | | Srs. ch. | |
|----------|-----|-----|----------|--------------|
| Sadar | ... | ... | 10 12 | } per rupee. |
| Kandi | ... | ... | 12 8 | |
| Jangipur | ... | ... | 12 8 | |

Jessore.—Report not received.

Khulna.—Rainfall at Sadar 3.42. Weather hot and cloudy. Good rainfall on 30th June. Cultivation and sowing of *aman* going on. State of crops continues favourable. Fodder and water sufficient. Cattle-disease reported from thana Paikgachha. Common rice sells as follows:—

| | | | Srs. ch. | |
|----------|-----|-----|----------|--------------|
| Sadar | ... | ... | 11 8 | } per rupee. |
| Bagerhat | ... | ... | 12 0 | |
| Satkhira | ... | ... | 10 8 | |

Rajshahi.—Rainfall at Sadar 2.15, Nator 0.27, Naugaon 0.61. Weather hot. Sowing of winter crop going on. Prospects of crop good. Sporadic cases of cattle-disease reported from Naugaon. Common rice sells at 12 seers per rupee.

Dinajpur.—Rainfall at Sadar 0.67. Fall in the district general except at Churamon. Minimum fall 3.58. Weather seasonable. Standing crops good. Transplantation of winter rice has commenced. No cattle-disease. Fodder and drinking-water plentiful. Rice selling at 12 seers per rupee.

Jalpaiguri.—Rainfall at Sadar 5.99, Alipur Duars 9.45. Weather hot and cloudy with occasional showers. *Bhadai* paddy and jute growing well. Transplantation of *haimanti* paddy commenced in places. Cattle-disease prevails in Alipur Duars subdivision. Fodder and water sufficient. Common rice sells at 11 seers and 11 chitaks per rupee.

Darjeeling.—Rainfall at Sadar 2.83, Kurseong 0.61, Siliguri 5.56. Weather seasonable. *Hill*—Potato being harvested. *Haimanti dhan* being sown. Maize, *phaphar*, and *chota marua* doing well. *Teral*—Ploughing for *haimanti* paddy continues. Sowing of seedlings nearly finished. Prospects good. Coarse rice sells as follows:—

| | | | Srs. ch. | |
|-------|-----|-----|----------|--------------|
| Hill | ... | ... | 8 0 | } per rupee. |
| Teral | ... | ... | 12 0 | |

Maize sells at Darjeeling at 16 and at Kalimpong at 17 seers per rupee.

Rangpur.—Rainfall at Sadar 1.68. Fall general. Transplantation of *aman* going on. Weather cloudy and hot at times. Prospect of standing crops on the whole good. Prospect of *aman* not favourable in Gaibanda. Fodder and water sufficient. Common rice sells at Sadar at 11 seers per rupee.

Bogra.—Rainfall at Sadar 0.32. Fall general except in the west. Weather hot and cloudy. Weeding of *ami* and jute going on. Lands are being prepared for winter rice. Prospects good. Fodder and water sufficient. Common rice sells at 11 seers 4 chitaks per rupee.

Fabna.—Rainfall at Sadar 4.01, Sirajganj 1.25. Fall general. Weather partially cloudy and rainy. Weeding of paddy and jute going on. Harvesting of *ami* commenced. Prospects of standing crops fair. Fodder and water sufficient. No cattle-disease. Common rice sells at 10½ seers per rupee.

Dacca.—Rainfall at Sadar 1.86, Manikganj 1.06, Munshiganj 1.95, Narayanganj 1.12. Prospects of crops fair. Weather rainy. Fodder available. No cattle-disease. Common rice sells at 10½ seers per rupee.

Mymensingh.—Rainfall at Sadar 3.74. Fall general. Weather cloudy and hot. *Bhadai* and jute crops have suffered owing to excessive rain. Fodder and water sufficient. No cattle-disease. Common rice sells as follows:—

| | | | Srs. ch. | |
|------------|-----|-----|----------|--------------|
| Sadar | ... | ... | 9 8 | } per rupee. |
| Kishorganj | ... | ... | 11 11 | |
| Jamalpur | ... | ... | 10 10 | |
| Netrokona | ... | ... | 11 12 | |
| Tangail | ... | ... | 10 0 | |

Faridpur.—Rainfall at Sadar 8.67, Goalundo 2.30, Madaripur 0.88. Weather hot and steamy. Heavy showers at intervals make prospects of crops gloomy. Water rising rapidly. Fodder sufficient. No cattle-disease. Common rice sells at 12 seers in Goalundo and at 11 seers in Faridpur and Madaripur subdivisions.

Backergunge.—Rainfall at Sadar .70. Fall general, but heaviest in Bhola 5.62. Weather oppressive. *Ami* sowing estimated at 30 per cent. of usual area. Prospects fair. Fodder sufficient. Cattle-disease reported from Bhola thana. Common rice sells at Sadar at 10 seers per rupee.

Tippura.—Rainfall at Sadar 3.26, Brahmanbaria 1.81, Chandpur 1.62. Weather seasonable. Prospects not good in Sadar, but improving in Chandpur. Preparation of lands for *aman* paddy continues. Fodder and water sufficient. No cattle-disease. Common rice sells at 11 seers per rupee.

Noakhali.—Rainfall at Sadar 9.09, Feni 0.81. Weather seasonable. Lands being prepared for transplantation of *aman*. Prospects fair. Fodder and water sufficient. Cattle-disease in four thanas. Common rice sells at Sadar at 10 seers and at Feni at 13 seers per rupee.

Chittagong.—Rainfall at Sadar 4.86, Cox's Bazar 1.23. *Aus dhan* is being transplanted. Ploughing for *aman* crops going on. Cattle-disease prevalent in parts of the district. Water and fodder sufficient. Common rice selling at 12 seers per rupee.

Chittagong Hill Tracts.—Rainfall at Sadar 2.85. Fall general. Weather alternately fine and wet. *Jom* paddy progressing. No cattle-disease. Rice selling at 11 seers per rupee.

Patna.—Rainfall nil. Weather clear and excessive hot. Rain urgently wanted. *China* and Indian-corn already sown suffer for want of rain. Sugarcane doing well. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

| | Srs. | ch. | |
|----------|------|------|--------------|
| Patna | ... | 11 0 | } per rupee. |
| Barh | ... | 11 0 | |
| Dinapore | ... | 11 0 | |

Gaya.—Rainfall nil. Weather hot and cloudy. Sugarcane doing well. Rain badly wanted for *bhadai* paddy and sugarcane. No cattle-disease. Fodder and water sufficient. Average price of common rice is 10 seers 14 chitaks per rupee.

Shahabad.—Rainfall at Dehri 0.1. Weather very hot with west wind. Rain urgently wanted. Ploughing retarded for want of rain. Sugarcane good. Fodder and water sufficient. Rice sells at Sadar at 11 seers a rupee.

Saran.—Rainfall nil. Weather very hot with high east and west winds. Seedlings and other standing crops are withering for want of rain. Agricultural operations retarded. Rain is urgently wanted. No cattle-disease. Common rice sells at 11 seers per rupee. Fodder and water sufficient.

Champaran.—Rainfall at Sadar nil, Bettiah nil. Weather very hot. Rain wanted for sowing and plantation of *bhadai* paddy. Standing crops still doing well, but rain urgently wanted. No cattle-disease. Fodder and water sufficient. Common rice sells at 12½ seers and maize at 2½ seers per rupee.

Muzaffarpur.—Rainfall nil. Weather hot and cloudy at times. Sowing of paddy and *bhadai* crops continues in Sitamarhi subdivision, but elsewhere retarded for want of rain which is urgently wanted all over the district. Fodder and water sufficient. A few cases of cattle-disease in Sitamarhi subdivision. Prices are—Common rice 11½ seers and maize 19 seers a rupee.

Darbhanga.—No rain. Weather very hot. Agricultural operations going on. Rain wanted in thana Madhubani. Fodder and water sufficient. Cattle-disease is reported from Darbhanga and Phulparas police-stations. Common rice sells as follows:—

| | Srs. | ch. | |
|-----------|------|------|--------------|
| Sadar | ... | 11 4 | } per rupee. |
| Samatipur | ... | 12 0 | |
| Madhubani | ... | 12 0 | |

Monghyr.—Rainfall nil. Weather extremely hot and close. *Bhadai* sowing going on. Rain urgently needed for *bhadai* crops and paddy sowing. Sugarcane and standing crops doing well. A few cases of cattle-disease reported from Begusarai thana. Ample fodder and water. Common rice sells at Sadar at 11 seers 3 chitaks and at subdivisions at 11 seers per rupee.

Bhagalpur.—Rainfall nil. Weather cloudy and windy. Transplantation of *aghani* and *bhadai* going on. Prospects fair except in Banka subdivision, where crops are being destroyed on account of drought, but sugarcane is doing well. No cattle-disease reported except from Supaul. Fodder and water sufficient. Common rice sells as follows:—

| | Srs. | ch. | |
|-----------|------|------|--------------|
| Sadar | ... | 12 0 | } per rupee. |
| Banka | ... | 12 8 | |
| Madhubani | ... | 13 0 | |
| Supaul | ... | 13 8 | |

Purnea.—Rainfall at Sadar 0·80, Kishanganj 2·30, Araria nil. Fall very scanty in the Sadar and heavy rain badly wanted for the standing crops. Weather variable. Fodder and water sufficient. No cattle-disease. Common rice sells at Sadar and Kishanganj at 11 seers and at Araria at 13 seers per rupee.

Malda.—Rainfall at Sibganj ·95. Weather hot and cloudy. Rain needed for the growth of *bhadai* and jute plants. Sowing of winter rice continues. No cattle-disease. Fodder and water available. Common rice sells at 11 seers per rupee.

Sonthal Parganas.—Rainfall at Sadar 0·64, Deoghur 1·27, Jamtara 0·25, Pakaur 0·75, Rajmahal 0·06. Week begun with extreme heat, but latterly it was somewhat cool. More rain wanted for paddy seedlings and Indian-corn. Sugarcane thriving. Fodder sufficient. Prices of common rice at Sadar 12 seers per rupee.

Cuttack.—Rainfall at Sadar 2·01. Fall general, but very scanty in parts. Weather hot. Sowing of *bañi* and of *sarad* nearly completed on usual area; both germinating well. Prospects fair. No cattle-disease. Fodder and water sufficient. Common rice sells at 12 seers 7 chitaks at Sadar.

Balasore.—Rainfall at Sadar nil. Fall partial. Paddy plants growing well. Sugarcane and *rabi* crops doing well. Rice sells at 13 and 14 seers per rupee at Sadar and Bhadrak respectively. Fodder and water sufficient. No cattle disease reported.

Angul.—Rainfall at Sadar ·80, Ohhendipada ·63, Bissipara ·39. Weather close and cloudy. More rain urgently wanted. Seeds cannot germinate for want of sufficient moisture. Ploughing in full swing. Sowing completed in some parts and continuing in others. Prospects of sugarcane fair. Fodder obtainable. Water still scarce in some places. Cattle-disease continues. Common rice sells at 12 and 15 seers per rupee at Sadar and interior respectively.

Puri.—Rainfall at Sadar 0·62. Weather seasonable. Sowing of winter rice and *bhadai* paddy in progress. Sugarcane and cotton crops doing well. Harvesting of summer rice still continuing in some places. Common rice sells at 13 seers 2 chitaks per rupee. Cattle-disease prevailing at places.

Hazaribagh.—Rainfall at Sadar nil, Giridih 2·31. Fall not general. Weather hot and sultry. Ploughing of land and sowing of paddy and *bhadai* in progress. Fodder sufficient. Water scarce. Common rice sells at 11½ seers per rupee.

Ranchi.—Rainfall 0·33. Weather hot and windy. Rain badly wanted. Agricultural operations retarded. Cattle-disease reported from Silli and Toto thanas. Common rice selling at 13½ seers per rupee. Scarcity of drinking water beginning to be felt.

Palamau.—Rainfall at Sadar 0·26. Weather hot and occasionally cloudy. Rain urgently wanted for sugarcane and *bhadai* sowings which are being retarded. Fodder and water growing scarce in places. Cattle-disease in three thanas. Prices at Sadar—Rice 10 seers 2 chitaks and maize 13½ seers per rupee.

Manbhum.—Rainfall at Sadar 0·20, Gobindpur 0·49. Weather very hot, occasionally cloudy. Paddy seedlings now doing fairly well. More rain wanted at once for *bhadai* sowings and for transplantation of paddy. Fodder and water sufficient. Cattle-disease not reported. Price of common rice at Sadar 12 and at Gobindpur 11 seers per rupee. Supply sufficient.

Singhbhum.—Rainfall at Sadar 0·69. Paddy seedlings need rain very much. Average price of rice 13½ seers in the district; at Chaibassa 13 seers per rupee.

General Summary.—Rainfall continued to be heavy in East and North Bengal, but it was generally light and scattered in other parts of the Province. Rain is much needed in Bihar, and Chota Nagpur, in several parts of the Burdwan and Presidency Divisions, and also in Angul, for carrying on agricultural operations, as well as for the benefit of standing crops. Cattle-disease reported from 15 districts. Fodder sufficient except at places in Palamau. Water scarce in Angul, Hazaribagh, Ranchi and in parts of Palamau. The price of common rice has risen in 10 districts, fallen in 10 and is stationary in the rest.

By order of the Lieutenant-Governor of Bengal,

W. C. MACPHERSON,

Offg. Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 1st July 1902.

No I

Imports of Principal Articles into Calcutta by Rail, Road, River.

| Wharves imported | FOOD-STUFFS | | | | | | | FIBROUS PRODUCTS | | OILSEEDS | | |
|------------------|----------------|--------|-----------------|-------|------------|-----------------|-------------------|------------------|----------|------------|---------|--------------|
| | Rice and paddy | | | Wheat | Wheat four | Green and pulse | Other food-grains | Total | Jute raw | Gunny-bags | Linseed | Mustard seed |
| | Rice | Paddy* | Total (in rice) | | | | | | | | | |
| Region. | Mds | Mds | Mds | Mds | Mds | Mds | Mds | Mds | Mds | No | Mds | Mds |
| Burdwan | 28,804 | 28,779 | 47,543 | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Midnapore | 29,114 | 28,779 | 57,893 | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Hooghly | 190,994 | 4,572 | 195,566 | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| 24 Parganas | 23,028 | 18,178 | 41,206 | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Nadia | 23,028 | 18,178 | 41,206 | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Muttahidabad | 4,104 | 678 | 4,782 | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Jessore | 2,536 | 8,080 | 10,616 | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Khairah | 1,868 | 875 | 2,743 | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Mejibhat | 3,901 | | 3,901 | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Dinajpur | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Rangpur | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Cooch Behar | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Assam | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Myitthaingyi | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Patna | | | | 1,186 | 2,553 | 6 | 61,585 | 31,110 | 4,386 | 338 | | |
| Barisal | | | | 1,186 | 2,553 | 6 | | | | | | |

No II

Statement of the Routes by which the Articles enumerated in table No I were imported into Calcutta in April 1902

| Routes | FOOD-GRANES | | | | | | FIBREUS PRODUCTS | | OILSEEDS | |
|------------------------|-------------|---------|---------|-------------|-----------------|-------------------|------------------|------------|----------|--------------|
| | Rice | Paddy | Wheat | Wheat flour | Gram and pulses | Other food-grains | Jute, raw | Gunny-bags | Linseed | Mustard seed |
| By boats | Mds | Mds | Mds | Mds | Mds | Mds | Mds | No | Mds | Mds |
| By boats | 444,494 | 84,346 | 12,822 | ... | 65,121 | 641 | 184,494 | 1,000,531 | 22,404 | 7,604 |
| By river steamers | 1,994 | 642 | 824 | 3 | 5,400 | 374 | 516,304 | 17,304 | 24,404 | 23,054 |
| By rail | | | | | | | | | | |
| E. I. Railway | 60,824 | 30,224 | 300,976 | 873 | 307,613 | 3,179 | 22,125 | 14,704 | 722,874 | 122,120 |
| E. B. S. Railway | 94,114 | 2 | 12,443 | 172 | 185,710 | 2,222 | 438,512 | 220,000 | 147,444 | 41,051 |
| Assam-Bengal Railway | ... | ... | ... | ... | ... | ... | ... | 1,000 | 4,512 | 500 |
| Bengal-Nagpur Railway | 60,647 | 2,600 | ... | ... | 84,001 | ... | 1271 | 4,000 | 4,812 | 4,000 |
| Bengal Central Railway | 942 | ... | ... | ... | 996 | ... | 15,680 | 1,120 | 4,500 | 27 |
| By road | 182,600 | 10,467 | ... | 25 | 2,302 | ... | 27,922 | 60,000 | 2,660 | ... |
| By air | 104,651 | 106,704 | ... | ... | 11,504 | ... | 7,040 | 700 | 12 | ... |
| Total | | | | | | | | | | |
| 1902 | 1,040,007 | 269,314 | 225,027 | 1,473 | 513,900 | 5,087 | 1,340,002 | 2,127,171 | 968,447 | 626,907 |
| 1901 | 800,183 | 214,246 | 243,120 | 5,107 | 453,622 | 34,800 | 656,600 | 1,263,330 | 614,040 | 500,208 |
| 1900 | 1,218,221 | 207,910 | 151,070 | 586 | 494,747 | 29,080 | 300,897 | 2,470,723 | 927,200 | 227,245 |

| Routes | Tea, Indian | Cotton, raw | Silk, raw | Coal and Coke | Indigo | SUGAR | | TOBACCO | |
|------------------------|-------------|-------------|-----------|---------------|--------|---------|-----------|----------------|--------------|
| | | | | | | Refined | Unrefined | Unmanufactured | Manufactured |
| By boats | Mds | Mds | Mds | Mds | Mds | Mds | Mds | Mds | Mds |
| By boats | ... | 2,404 | 73 | 4,490 | ... | 1,200 | 24,224 | 5,022 | 1,200 |
| By river steamers | 1,300 | 12,774 | 60 | 2,864 | ... | ... | 4 | 22 | 400 |
| By rail | | | | | | | | | |
| E. I. Railway | 124 | 74,904 | 318 | 4,610,513 | 475 | ... | 7,124 | 2,720 | 762 |
| E. B. S. Railway | 2,300 | 1,477 | 865 | ... | ... | ... | 1,204 | 20,200 | 1 |
| Assam-Bengal Railway | 720 | ... | 63 | ... | ... | ... | ... | ... | ... |
| Bengal-Nagpur Railway | ... | 2,847 | ... | 5,904 | ... | 2 | ... | 4 | ... |
| Bengal Central Railway | ... | 320 | ... | ... | ... | ... | 2,200 | 20 | ... |
| By road | ... | 1,400 | ... | 7,200 | ... | ... | 27,502 | 5,004 | 600 |
| By air | 20 | 2,507 | 2 | ... | ... | 1,241 | ... | 27 | 245 |
| Total | | | | | | | | | |
| 1902 | 2,000 | 100,276 | 1,200 | 4,620,720 | 473 | 2,001 | 60,868 | 22,544 | 2,210 |
| 1901 | 2,004 | 50,720 | 772 | 4,720,540 | 160 | 11,200 | 70,204 | 24,201 | 2,000 |
| 1900 | 2,070 | 20,270 | 1,124 | 5,710,227 | 207 | 2,000 | 63,274 | 41,602 | 2,207 |

No. III

Imports of certain Articles into Calcutta by Sea (Foreign and Countries) in April 1902

| | | | | | | | COTTON PIECE-GOODS | | COTTON YARN | | Sale | Revenue of |
|-------------------------|--|--|--|--|--|--|--------------------|----------|-------------|--------|---------|------------|
| | | | | | | | European | Indian | European | Indian | | |
| From Foreign Countries— | | | | | | | Rs | Rs | Mds | Mds | Mds | Mds |
| United Kingdom | | | | | | | 1,50,54,393 | 11,708 | | | 401,333 | |
| Other countries | | | | | | | 25,456 | 387 | | | 333,364 | 365,815 |
| Total | | | | | | | 1,50,83,849 | 12,095 | | | 734,697 | 365,815 |
| Countries— | | | | | | | | | | | | |
| Bombay | | | | | | | 17,897 | 2,09,383 | | 13,134 | 107,607 | |
| Madras | | | | | | | 6,375 | | | | | |
| Portugal | | | | | | | 13,409 | 24,500 | | | | |
| Barbados | | | | | | | 20,821 | | | | | 104,813 |
| Karikal | | | | | | | 24 | | | | | |
| Total | | | | | | | 37,501 | 2,33,883 | | 13,134 | 107,607 | 104,813 |
| Total | | | | | | | 1,51,48,350 | 2,47,866 | 13,268 | 13,134 | 842,304 | 470,628 |
| 1901 | | | | | | | 1,34,51,037 | 9,00,458 | 14,042 | 17,030 | 602,530 | 375,748 |
| 1900 | | | | | | | 1,22,85,047 | 1,80,800 | 14,800 | 5,435 | 454,370 | 194,515 |

No. IV

Exports of Principal Articles from Calcutta by Sea (coastwise and to foreign countries) in April 1902

| | Rice | Paddy | Total (in rice) | Wheat | Wheat floor | Grain and pulse | Other food- grains | Total | Sugar, raw | Guany- bags | |
|------------------------------|----------|-----------|--------------------|-----------|----------------|-----------------------|--------------------------|-----------|---------------|----------------|------------|
| | Mds | Mds | Mds | Mds | Mds | Mds | Mds | Mds | Mds | No. | |
| Coastwise— | | | | | | | | | | | |
| Bombay ... | 27,637 | | 27,637 | | | 1,340 | | 29,007 | | 322,000 | |
| Madras ... | | | | 1,735 | 368 | 31,250 | 4,321 | 41,674 | | 181,800 | |
| Other ports in Madras ... | 26,369 | | 26,369 | 41 | 789 | 8,867 | | 36,066 | | 304,100 | |
| Bahar ... | 7,700 | | 7,700 | 1,331 | 21,011 | 13,804 | 1,118 | 34,379 | 21 | 2,513,000 | |
| Pondichery ... | | | | | 180 | 810 | | 1,000 | | 17,000 | |
| Allopy ... | 880 | | 880 | | | | | 880 | 22 | | |
| Other Indian ports ... | 4 | | 4 | 237 | 541 | 2,187 | 10 | 3,329 | | 25,400 | |
| Total ... | 67,390 | | 67,390 | 3,343 | 15,428 | 41,857 | 5,349 | 141,177 | 23 | 4,210,050 | |
| To Foreign coun- tries— | | | | | | | | | | | |
| United Kingdom ... | 84,015 | | 84,015 | 12,457 | | 160,886 | | 247,327 | 305,279 | 2,395,050 | |
| Other countries ... | 803,674 | 5 | 803,681 | 4,080 | 12,209 | 44,141 | 9,804 | 864,899 | 920,243 | 24,807,165 | |
| Total ... | 887,690 | 5 | 877,896 | 16,537 | 12,209 | 205,027 | 9,804 | 1,112,226 | 1,225,522 | 27,202,215 | |
| Total ... | 1900 ... | 786,383 | 3 | 723,286 | 10,465 | 95,721 | 205,691 | 13,140 | 1,002,823 | 1,224,577 | 31,517,265 |
| | 1901 ... | 841,805 | 5 | 841,805 | 2,426 | 28,303 | 118,556 | 8,263 | 1,002,826 | 919,377 | 7,880,638 |
| | 1900 ... | 1,482,322 | 58,083 | 1,667,205 | 54,743 | 14,134 | 213,136 | 8,112 | 1,734,888 | 925,416 | 26,708,840 |

| | Linseed | Mustard seed | Tea, Indian | Cotton, raw | Silk, raw | Coal and coke | Indigo | SUGAR | | TOBACCO | |
|------------------------------|----------|-----------------|----------------|----------------|-----------|------------------|-----------|--------------|----------------|--------------------------|-------------------|
| | Mds | Mds | Mds | Mds | Mds | Mds | Mds | Re- fined | Un- refined | Un- manu- factured | Manu- factured |
| Coastwise— | | | | | | | | | | | |
| Bombay ... | | 2,517 | 833 | | | 1,718,511 | | | | | 12 |
| Madras ... | | | 65 | | 10 | 237,240 | | 51 | | | |
| Other ports in Madras ... | | 2,705 | | | | 309,347 | | 1 | | | 65 |
| Bahar ... | | | 330 | 198 | 12 | 780,424 | 5 | 1,160 | 731 | 2,241 | 273 |
| Other Indian ports ... | | | | | | 87,610 | | 2,315 | 767 | 607 | 24 |
| Total ... | | 5,222 | 1,193 | 118 | 22 | 2,804,132 | 5 | 3,427 | 1,498 | 2,848 | 414 |
| To Foreign coun- tries— | | | | | | | | | | | |
| United Kingdom ... | 404,809 | 28,441 | 3,792 | 1,355 | 634 | | 1,200 | | | | 78 |
| Other countries ... | 400,122 | 29,640 | 2,500 | 12,008 | 1,272 | 1,444,017 | 1,200 | 760 | | 4,200 | 106 |
| Total ... | 804,931 | 58,081 | 6,292 | 13,363 | 1,907 | 1,444,017 | 2,400 | 760 | | 4,200 | 184 |
| Total ... | 1900 ... | 804,931 | 58,081 | 13,363 | 1,906 | 1,444,017 | 2,400 | 760 | 1,498 | 2,848 | 414 |
| | 1901 ... | 643,887 | 4,606 | 15,841 | 87,800 | 1,188 | 4,643,180 | 1,944 | 8,270 | 506 | 11,840 |
| | 1900 ... | 140,480 | 101,000 | 5,100 | 30,004 | 1,331 | 2,430,671 | 1,774 | 8,741 | 1,706 | 4,007 |

No. V

Reports of certain Articles from Calcutta by Rail, Road, River, Canal, and Sea (coastwise)
in April 1902

| Wharves reported | COTTON PIECE-GOODS | | COTTON YARN | | Salt | KEROSENE OIL | | Gummi- bags |
|--|--------------------|----------|-------------|--------|---------|------------------|-------------------------|----------------|
| | European | Indian | European | Indian | | From Calcutta | From Hudg- Budge* | |
| Bengal | Rs | Ru | Mds | Mds | Mds | Mds | Mds | No. |
| Burdwan | 2,43,301 | | 100 | 80 | 84,100 | 100 | 18,800 | 55,484 |
| Birbhum | 1,35,306 | | 84 | 1,074 | 20,445 | | 4,718 | 34,850 |
| Midnapore | 1,34,110 | 2,000 | 1,100 | 631 | 16,784 | 115 | 1,507 | 20,285 |
| Hughly | 1,11,940 | 3,302 | 304 | 0 | 4,830 | 4,895 | 4,836 | 8,805 |
| 24-Parganas | 2,05,808 | 7,210 | 751 | | 14,813 | 6,821 | 5,482 | 44,808 |
| Calcutta | | | | | | | 62,865 | |
| Nadia | 5,34,525 | | 1,473 | 113 | 83,817 | 1,800 | 7,701 | 108,510 |
| Murshidabad | 39,543 | 219 | 5 | 140 | 10,400 | 30 | 5,004 | 57,500 |
| Jessore | 18,000 | | 413 | | 17,500 | 3,700 | 1,013 | 0,530 |
| Khulna | 1,05,400 | | 44 | | 9,700 | 246 | | 140 |
| Kajalhati | 1,40,000 | | 75 | 26 | 17,041 | 14 | 1,777 | 41,805 |
| Dumuria | 87,663 | 101 | 15 | 378 | 19,100 | 316 | 4,700 | 10,515 |
| Jalpaiguri | 20,074 | 183 | 80 | 340 | 13,371 | 302 | 4,054 | 7,350 |
| Barisal | 2,74,621 | 428 | 354 | 180 | 8,415 | 75 | 3,084 | 5,185 |
| Rangpur | 1,48,131 | | 133 | 67 | 26,350 | 61 | 4,487 | 21,800 |
| Rogra | 1,15,700 | | 380 | 0 | 16,137 | 1 | 1,427 | 15,128 |
| Palma | 41,070 | 830 | 13 | 81 | 2,041 | 70 | 3,800 | 40,770 |
| Coach Behar | 2,44,780 | | 1,284 | 73 | 37,307 | 320 | 1,038 | 360 |
| Dacca | 1,85,242 | | 67 | 110 | 6,800 | | 0,000 | 17,070 |
| Mymensingh | 1,21,500 | 23 | 1,681 | 40 | 10,650 | 3,463 | 4,100 | 17,400 |
| Backergunge | 1,08,084 | | 1,671 | | 31,147 | 1,373 | | 30,000 |
| Fippara | 10,302 | | 505 | 30 | 6,832 | 7 | | 17,358 |
| Nouk hali | 61,357 | | 87 | | 1,331 | 3 | 37 | 20,310 |
| Chittagong | 1,00,143 | | 454 | | | | 65 | 1,805 |
| Total Bengal | 34,18,083 | 15,170 | 11,785 | 4,365 | 300,700 | 25,007 | 138,001 | 711,065 |
| Bihar | | | | | | | | |
| Patna | 4,44,300 | 1,50 | 100 | 400 | 18,311 | 31 | 24,811 | 147,000 |
| Bara | 3,00,101 | 10,537 | 420 | | 20,171 | | 0,523 | 47,800 |
| Samastabad | 4,00,105 | 2,000 | 276 | | 16,241 | 13 | 0,000 | 0,000 |
| Samna | 3,00,105 | | 67 | | 20,000 | 37 | 2,700 | 0,000 |
| Chhapra | 2,00,105 | | 70 | | 22,000 | 14 | 4,000 | 0,000 |
| Wazirpur | 2,00,105 | | 511 | | 22,100 | 34 | 4,000 | 21,000 |
| Barh | 2,00,105 | | 003 | | 31,000 | 40 | 4,000 | 0,000 |
| Monohar | 2,00,105 | 142 | 800 | | 31,000 | 40 | 7,771 | 37,000 |
| Bhagalpur | 2,00,105 | | 74 | | 23,000 | 13 | 0,000 | 0,000 |
| Parman | 2,00,105 | | 53 | | 14,100 | 80 | 4,000 | 100,000 |
| Malda | 2,00,105 | | 214 | | 2,000 | | 0,000 | 0,000 |
| Special Parganas | 2,00,105 | | 324 | | 24,000 | 1 | 14,000 | 100,000 |
| Total Bihar | 21,75,783 | 13,402 | 972 | 4,122 | 145,000 | 207 | 10,000 | 702,000 |
| Orissa | | | | | | | | |
| Cuttack | 25,000 | 941 | | 1,100 | | 107 | 3,000 | 0,000 |
| Bahar | 43,500 | 1,632 | 571 | 3,311 | 11,300 | 300 | 0,000 | 0,000 |
| Puri | 10,000 | | | 1,170 | | 340 | | 0,000 |
| Total Orissa | 38,102 | 2,573 | 571 | 5,581 | 11,300 | 1,750 | 3,000 | 0,000 |
| Chota Nagpur | | | | | | | | |
| Bastar | 20,000 | | 84 | 263 | 0,000 | 14 | 1,917 | 800 |
| Manikpur | 20,000 | | 500 | | 2,000 | 00 | 3,100 | 4,400 |
| Singhpur | 0,700 | 1,201 | | 81 | 3,000 | 00 | 100 | 0,310 |
| Total Chota Nagpur | 1,75,101 | 1,241 | 62 | 963 | 30,000 | 150 | 5,000 | 1,100 |
| Total Exports to the Provinces under the Lieutenant-Governor of Bengal | 37,53,007 | 38,913 | 28,000 | 10,740 | 654,070 | 26,257 | 217,207 | 1,405,520 |
| OTHER PROVINCES AND PLACES | | | | | | | | |
| Bombay | 70,000 | 0,000 | 307 | 2,000 | | 00 | | 2,000,000 |
| Assam | 0,000 | 0,000 | 100 | 1,000 | | 700 | 0,000 | 0,000 |
| T. P. of Agri and Oudh | 84,000 | 0,000 | 1,000 | 1,000 | 31,000 | 115 | 0,000 | 1,000,000 |
| Punjab | 11,000,000 | 12,116 | 500 | 78 | 26,700 | 00 | 0,000 | 250,000 |
| Central Provinces | 5,000 | 2,000 | 0 | 100 | | 4,000 | 0,000 | 0,000 |
| Benjil and Central India | 80,000 | 0,000 | 80 | 0 | | 18 | 1,000 | 0,000 |
| Bihar | 3,000 | 0,000 | | | | | | 0,000 |
| Nizam's Territory | 0,000 | 1,000 | | | | | | 0,000 |
| Madras | 20,000 | 410 | | | | | | 0,000 |
| Madras | 0,000 | 453 | 10 | 160 | | 3,000 | 0,000 | 0,000 |
| Pondichery | | | | | | | 0,000 | 0,000 |
| Mad | | | | | | | | 0,000 |
| Total | 1,41,10,113 | 17,200 | 15,727 | 30,000 | 713,100 | 33,501 | 331,301 | 7,000,000 |
| 1901 | 1,07,08,843 | 07,244 | 14,150 | 23,000 | 080,000 | 28,500 | 340,700 | 6,100,000 |
| 1902 | 1,42,00,000 | 1,00,000 | 19,570 | 35,000 | 313,075 | 30,015 | 297,000 | 7,900,000 |

* Represents the trade registered at the traffic registering stations only

No VI

Statement of the Routes by which the Articles enumerated in table No. V were exported from Calcutta in April 1902

| | COTTON PIECE-GOODS | | COTTON YARN | | Salt | Kerosene Oil | | Gummi-bags |
|---|--------------------|-------------|-------------|--------|---------|---------------|------------------|------------|
| | European | Indian | European | Indian | | From Calcutta | From Budge-Budge | |
| | Rs | Rs | Mds | Mds | Mds | Mds | Mds | No |
| By boats | 1,44,380 | 1,500 | 644 | ... | 44,984 | 11,088 | 11,738 | 22,537 |
| By river steamers | 14,01,601 | 647 | 6,113 | 263 | 90,300 | 818 | 34,747 | 61,425 |
| East Indian Railway | 90,74,007 | 54,841 | 2,780 | 7,646 | 351,344 | 885 | 198,730 | 2,254,882 |
| Eastern Bengal State Railway | 10,23,531 | 2,855 | 4,309 | 3,113 | 102,441 | 8,019 | 15,682 | 484,785 |
| Assam-Bengal Railway | 1,60,823 | ... | 727 | 329 | 4,900 | 911 | 102 | 5,078 |
| By rail | 1,43,895 | 11,731 | ... | 3,608 | 10,796 | 9,529 | 7,989 | 299,546 |
| Bengal-Nagpur Railway | 30,851 | ... | 428 | ... | 9,573 | 1,695 | ... | 5,546 |
| Bengal Central Railway | 1,39,690 | 73 | 114 | ... | ... | 12 | ... | 190,479 |
| North-Western Railway | 1,04,510 | 9,840 | 48 | 11 | ... | 2 | ... | 21,309 |
| Railways under the Government of Bengal | ... | ... | ... | ... | ... | ... | ... | ... |
| By road | 2,98,102 | 7,008 | 555 | ... | 4,078 | 7,094 | 832 | 4,903 |
| By sea | 2,35,369 | 8,572 | 1,112 | 6,059 | 3,454 | 106 | ... | 4,515,050 |
| Total | 1902 | 1,41,76,113 | 21,808 | 15,767 | 712,181 | 33,901 | 331,313 | 7,069,889 |
| | 1901 | 1,07,04,643 | 27,894 | 14,150 | 640,886 | 33,707 | 244,759 | 6,123,945 |
| | 1900 | 1,15,10,636 | 1,50,866 | 12,479 | 572,818 | 20,513 | 247,532 | 7,793,001 |

July 1st 1902

J. E. O'CONNOR,
Director-General of StatisticsW. C. MACFHERSON,
Offg. Secretary to the Government of Bengal

| DISTRICTS. | Population under registration. | DEATHS. | | | | | | | | | | TOTAL OF ALL CAUSES. | | AVERAGE OF CORRESPONDING MONTHS OF PREVIOUS YEAR. | | REMARKS. | |
|---|--------------------------------|----------------|--------------------------------|----------------|--------------------------------|----------------|--------------------------------|----------------|--------------------------------|----------------|--------------------------------|----------------------|--------------------------------|---|--------------------------------|----------------|--------------------------------|
| | | No. of deaths. | Ratio per 1,000 of population. | No. of deaths. | Ratio per 1,000 of population. | No. of deaths. | Ratio per 1,000 of population. | No. of deaths. | Ratio per 1,000 of population. | No. of deaths. | Ratio per 1,000 of population. | No. of deaths. | Ratio per 1,000 of population. | No. of deaths. | Ratio per 1,000 of population. | | |
| | | | | | | | | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | |
| District. | Population under registration. | No. of deaths. | Ratio per 1,000 of population. | No. of deaths. | Ratio per 1,000 of population. | No. of deaths. | Ratio per 1,000 of population. | No. of deaths. | Ratio per 1,000 of population. | No. of deaths. | Ratio per 1,000 of population. | No. of deaths. | Ratio per 1,000 of population. | No. of deaths. | Ratio per 1,000 of population. | No. of deaths. | Ratio per 1,000 of population. |
| | | | | | | | | | | | | | | | | | |
| Burdwan | 1,082,475 | 6,311 | 5.83 | 43,04 | 3.96 | 4,00 | 3.69 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| Medinipur | 1,002,270 | 5,988 | 5.97 | 45,24 | 4.51 | 4,00 | 3.99 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| Bankura | 1,110,411 | 6,088 | 5.48 | 47,28 | 4.26 | 4,00 | 3.59 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| Midnapore | 1,186,114 | 6,567 | 5.54 | 47,28 | 3.99 | 4,00 | 3.37 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| Hooghly, including Berhampore. | 1,686,358 | 12,821 | 7.60 | 75,25 | 4.46 | 4,00 | 2.38 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| Presidency | 880,516 | 2,438 | 2.77 | 34,33 | 3.91 | 4,00 | 4.55 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 4,175,340 | 12,374 | 2.96 | 39,73 | 3.54 | 4,00 | 3.74 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 1,417,786 | 6,988 | 4.93 | 79,73 | 5.59 | 4,00 | 2.81 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 1,687,461 | 7,113 | 4.22 | 51,73 | 3.03 | 4,00 | 2.38 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| Bakhabali | 1,283,164 | 8,318 | 6.48 | 45,24 | 3.44 | 4,00 | 3.09 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 1,813,155 | 7,225 | 4.04 | 47,28 | 2.63 | 4,00 | 2.21 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 1,253,043 | 4,067 | 3.25 | 47,28 | 3.79 | 4,00 | 3.09 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 1,492,417 | 7,003 | 4.70 | 47,28 | 3.14 | 4,00 | 2.68 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| Dacca | 1,667,030 | 9,460 | 5.68 | 79,33 | 4.78 | 4,00 | 2.38 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 787,280 | 2,390 | 3.03 | 43,04 | 5.59 | 4,00 | 5.16 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 4,156,151 | 7,093 | 1.69 | 36,48 | 0.88 | 4,00 | 0.88 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 8,803,151 | 8,303 | 0.93 | 46,24 | 0.52 | 4,00 | 0.45 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| Chittagong | 1,002,475 | 6,311 | 6.29 | 43,04 | 4.26 | 4,00 | 4.26 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 1,002,270 | 5,988 | 5.97 | 45,24 | 4.51 | 4,00 | 4.51 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 1,110,411 | 6,088 | 5.48 | 47,28 | 4.26 | 4,00 | 3.59 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 1,186,114 | 6,567 | 5.54 | 47,28 | 3.99 | 4,00 | 3.37 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| Patna | 1,082,475 | 6,311 | 5.83 | 43,04 | 3.96 | 4,00 | 3.69 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 1,002,270 | 5,988 | 5.97 | 45,24 | 4.51 | 4,00 | 3.99 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 1,110,411 | 6,088 | 5.48 | 47,28 | 4.26 | 4,00 | 3.59 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 1,186,114 | 6,567 | 5.54 | 47,28 | 3.99 | 4,00 | 3.37 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| Bengal | 1,082,475 | 6,311 | 5.83 | 43,04 | 3.96 | 4,00 | 3.69 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 1,002,270 | 5,988 | 5.97 | 45,24 | 4.51 | 4,00 | 3.99 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 1,110,411 | 6,088 | 5.48 | 47,28 | 4.26 | 4,00 | 3.59 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 1,186,114 | 6,567 | 5.54 | 47,28 | 3.99 | 4,00 | 3.37 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| Orissa | 1,082,475 | 6,311 | 5.83 | 43,04 | 3.96 | 4,00 | 3.69 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 1,002,270 | 5,988 | 5.97 | 45,24 | 4.51 | 4,00 | 3.99 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 1,110,411 | 6,088 | 5.48 | 47,28 | 4.26 | 4,00 | 3.59 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 1,186,114 | 6,567 | 5.54 | 47,28 | 3.99 | 4,00 | 3.37 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| Chota Nagpur | 1,082,475 | 6,311 | 5.83 | 43,04 | 3.96 | 4,00 | 3.69 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 1,002,270 | 5,988 | 5.97 | 45,24 | 4.51 | 4,00 | 3.99 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 1,110,411 | 6,088 | 5.48 | 47,28 | 4.26 | 4,00 | 3.59 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| | 1,186,114 | 6,567 | 5.54 | 47,28 | 3.99 | 4,00 | 3.37 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| Total | 74,485,132 | 272,066 | 3.65 | 45,04 | 0.60 | 4,00 | 0.60 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| Average of corresponding month of previous five years | | 21,941 | 2.96 | 53,70 | 3.84 | 4,00 | 3.84 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 | 1,00 | 0.92 |
| Difference + or - | | + 90,665 | - 1.31 | - 8,666 | - 0.04 | - 4,00 | - 0.04 | - 1,00 | - 0.04 | - 1,00 | - 0.04 | - 1,00 | - 0.04 | - 1,00 | - 0.04 | - 1,00 | - 0.04 |

H. J. DYON, Major, I.M.S., F.R.C.S.,
Sanitary Commissioner for Bengal.

OFFICE OF SANITARY COMMISSIONER FOR BENGAL,
24, 27A, June 1902.

Vital Statistics of Towns in Bengal with a population of 20,000 and over during the month of April 1902.

| District. | Towns. | BIRTHS. | | | | DEATHS. | | | | INFECTIOUS DISEASES. | | | | OTHER CAUSES. | | | | TOTAL OF ALL CAUSES. | | | | AVERAGE OF CORRESPONDING MONTHS OF PREVIOUS YEARS. | | | | REMARKS. |
|-------------|----------------------------|---------|-----------------|------------------|------------------|---------|-----------------|------------------|------------------|----------------------|-----------------|------------------|------------------|---------------|-----------------|------------------|------------------|----------------------|-----------------|------------------|------------------|--|-----------------|------------------|------------------|-------------|
| | | Number. | Rate per 1,000. | Ratio per 1,000. | Ratio per 1,000. | Number. | Rate per 1,000. | Ratio per 1,000. | Ratio per 1,000. | Number. | Rate per 1,000. | Ratio per 1,000. | Ratio per 1,000. | Number. | Rate per 1,000. | Ratio per 1,000. | Ratio per 1,000. | Number. | Rate per 1,000. | Ratio per 1,000. | Ratio per 1,000. | Number. | Rate per 1,000. | Ratio per 1,000. | Ratio per 1,000. | |
| Bardhaman | 1. Bardhaman | 48 | 76.44 | ... | ... | 11 | 17.40 | ... | ... | 3 | 4.80 | ... | ... | 2 | 3.20 | ... | ... | 15 | 23.40 | ... | ... | 91 | 145.88 | ... | ... | Bardhaman |
| | 2. Bankura | 28 | 22.56 | ... | ... | 14 | 11.20 | ... | ... | 1 | 0.80 | ... | ... | 1 | 0.80 | ... | ... | 15 | 11.20 | ... | ... | 34 | 27.20 | ... | ... | |
| | 3. Medinipur | 32 | 14.72 | ... | ... | 14 | 6.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 15 | 6.40 | ... | ... | 46 | 20.48 | ... | ... | |
| | 4. Coochbehar and Dinapore | 77 | 31.68 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 88 | 35.84 | ... | ... | |
| Hooghly | 5. Hooghly | 96 | 19.20 | ... | ... | 11 | 2.20 | ... | ... | 1 | 0.20 | ... | ... | 1 | 0.20 | ... | ... | 12 | 2.40 | ... | ... | 107 | 21.40 | ... | ... | Hooghly |
| | 6. Chinsura | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 7. Chinsura | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 8. Chinsura | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| Narail | 9. Narail | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | Narail |
| | 10. Narail | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 11. Narail | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 12. Narail | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| 24-Parganas | 13. 24-Parganas | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | 24-Parganas |
| | 14. 24-Parganas | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 15. 24-Parganas | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 16. 24-Parganas | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| Calcutta | 17. Calcutta | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | Calcutta |
| | 18. Calcutta | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 19. Calcutta | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 20. Calcutta | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| Medinipur | 21. Medinipur | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | Medinipur |
| | 22. Medinipur | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 23. Medinipur | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 24. Medinipur | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| Murshidabad | 25. Murshidabad | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | Murshidabad |
| | 26. Murshidabad | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 27. Murshidabad | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 28. Murshidabad | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| Patna | 29. Patna | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | Patna |
| | 30. Patna | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 31. Patna | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 32. Patna | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| Dacca | 33. Dacca | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | Dacca |
| | 34. Dacca | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 35. Dacca | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 36. Dacca | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| Chittagong | 37. Chittagong | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | Chittagong |
| | 38. Chittagong | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 39. Chittagong | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 40. Chittagong | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| Fata | 41. Fata | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | Fata |
| | 42. Fata | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 43. Fata | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 44. Fata | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| Gaya | 45. Gaya | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | Gaya |
| | 46. Gaya | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 47. Gaya | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 48. Gaya | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| Shahabad | 49. Shahabad | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | Shahabad |
| | 50. Shahabad | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 51. Shahabad | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 52. Shahabad | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| Champanur | 53. Champanur | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | Champanur |
| | 54. Champanur | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 55. Champanur | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 56. Champanur | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| Muzaffarpur | 57. Muzaffarpur | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | Muzaffarpur |
| | 58. Muzaffarpur | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 59. Muzaffarpur | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | ... | 12 | 4.80 | ... | ... | 43 | 17.60 | ... | ... | |
| | 60. Muzaffarpur | 32 | 12.80 | ... | ... | 11 | 4.40 | ... | ... | 1 | 0.40 | ... | ... | 1 | 0.40 | ... | | | | | | | | | | |

IRRIGATION DEPARTMENT, BENGAL.

Statement showing buldge over mean water level and low water in the rivers Gompa, Bhagirathi, Jalangi, and Brahmaputra for the month of May 1802, and the highest reading of each gauge over M. S. L. since 1878.

[illegible]

DAVIELLING,
The 25th June 1902.

R. C. EDAK,
Under-Secy. to the Govt. of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate return of traffic on the Circular and Eastern Canals for the week ending Saturday, the 28th June 1902, as compared with the corresponding week of the previous year.

| NATURE OF CARGO. | WEEK ENDING SATURDAY, THE 29TH JUNE 1902. | | | WEEK ENDING SATURDAY, THE 29TH JUNE 1901. | | |
|------------------|---|------------------|----------|---|------------------|----------|
| | Number of boats. | Weight of cargo. | Tollage. | Number of boats. | Weight of cargo. | Tollage. |
| | | Mds. | Rs. | | Mds. | Rs. |
| Rice and paddy | 427 | 60,675 | 637 | 184 | 31,406 | 313 |
| Jute | 28 | 18,450* | 243 | 16 | 8,600† | 83 |
| Firewood | 63 | 37,376 | 546 | 37 | 31,030 | 460 |
| Other articles | 712 | 2,32,182 | 2,754 | 638 | 1,36,237 | 1,717 |
| Total | 1,230 | 3,49,783 | 4,199 | 775 | 2,04,192 | 3,576 |

* Weight by canal measurement, 18,500 maunds.
† Ditto ditto 8,782½ "

Results of the Meteorological Observations taken at the Alipore Observatory from 22nd to 28th June 1902.

| Month. | Date. | Maximum in sun. | Number of hours of bright sunshine. | Mean pressure barometer at 52° Fahr. | TEMPERATURE. | | | | HYGROMETRY. | | | | Wind. | | Rain recorded. | Rain. | Weather. |
|--------|-------|-----------------|-------------------------------------|--------------------------------------|--------------|----------|--------|----------|----------------|-----------------|------------|--------------|-----------------------|-----------------|----------------|-------|-----------------------|
| | | | | | Mean. | Maximum. | Range. | Minimum. | Mean wet bulb. | Vapour tension. | Dew point. | Humidity, %. | Prevailing direction. | Miles recorded. | | | |
| 1902. | | | | Inches. | " | " | " | " | Inch. | " | " | % | | | Inches. | | |
| June | 22nd | 147.9 | 8.0 | 29.586 | 88.4 | 92.0 | 11.4 | 79.5 | 82.2 | 1.054 | 80.3 | 83 | SSW and S | ... | 214 | 0.30 | Partially cloudy, p. |
| " | 23rd | 147.9 | 8.3 | 29.533 | 88.1 | 97.5 | 22.0 | 75.5 | 81.4 | 0.987 | 78.8 | 75 | SW by S and NW by W. | ... | 101 | 0.28 | Partially cloudy, p. |
| " | 24th | 152.1 | 4.7 | 29.535 | 88.4 | 96.2 | 14.4 | 81.8 | 82.5 | 1.042 | 80.5 | 79 | S | ... | 113 | 0.02 | Chiefly cloudy, o, d. |
| " | 25th | 147.9 | 8.8 | 29.611 | 89.3 | 96.5 | 14.7 | 81.8 | 83.9 | 1.069 | 81.9 | 80 | S and SSW | ... | 102 | Nil | Partially cloudy. |
| " | 26th | 147.9 | 4.8 | 29.600 | 88.8 | 93.5 | 16.0 | 77.2 | 82.1 | 1.050 | 80.7 | 85 | SW by W and SSE | ... | 82 | 0.79 | Chiefly cloudy, o, p. |
| " | 27th | 152.5 | 7.8 | 29.672 | 87.5 | 94.5 | 15.5 | 79.0 | 82.9 | 1.086 | 81.2 | 82 | SSE and S | ... | 116 | Nil | Partially cloudy. |
| " | 28th | 147.9 | 5.4 | 29.684 | 87.8 | 93.9 | 11.9 | 82.0 | 82.5 | 1.044 | 80.5 | 80 | S | ... | 143 | Nil | Chiefly cloudy. |

The mean pressure of the seven days

The average pressure of the corresponding period for 24 years, Surveyor-General's Office

Inches.
29.603

The total number of hours of bright sunshine

The maximum possible number of hours of sunshine

Hours
45.1

94.3

The mean temperature of the seven days

The average temperature of the corresponding period for 24 years, Surveyor-General's Office

87.6

The extreme variation of temperature

The maximum temperature

84.5

92.0

97.5

The highest velocity of the wind in one hour

Miles.
14

The mean relative humidity

The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office

81

The total fall of rain from 22nd to 28th June 1902

The average fall of the corresponding period for 24 years, Surveyor-General's Office

Inches.
1.29

The total fall from 1st January to 28th June 1902

The average fall of the corresponding period for 24 years, Surveyor-General's Office

2.48

21.56

The mean pressure, temperature, etc., are deduced from the traces of the Barograph and Thermograph, and from eye observations.

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

o, overcast; d, drizzling rain; p, passing temporary showers.

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 30th June 1902.

G. W. KUCHLER,

Inx Meteorological Reporter to the Govt. of India
and Director-General of Indian Observatories.

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Abstract of principal Commodities carried over the Bengal Central Railway during the month of April 1902, as compared with the same month of previous year.

| ARTICLES. | 1902. | | 1901. | | Total. | | Increase. | Decrease. |
|---|-------|-------|-------|-------|--------|-------|-----------|-----------|
| | Up. | Down. | Up. | Down. | 1902. | 1901. | | |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| I.—Apparel, including drapery, haberdashery, millinery, uniforms, accessories, boots and shoes. | 2,811 | 28 | 2,390 | — | 3,498 | 2,390 | 1,108 | — |
| II.—Coal and Coke carried for the Public and Foreign Railways. | — | — | — | — | — | — | — | — |
| III.—Cotton— | | | | | | | | |
| 1. Raw | — | — | — | 12 | 21 | 15 | 6 | — |
| 2. Manufactured— | 46 | — | 28 | — | 46 | 28 | 18 | — |
| (a) Twist and yarn, European | — | — | — | — | — | — | — | — |
| (b) Ditto, Indian | — | — | — | — | — | — | — | — |
| (c) Piece-goods, European | — | — | — | — | — | — | — | — |
| (d) Ditto, Indian | — | — | — | — | — | — | — | — |
| (e) Others | — | — | — | — | — | — | — | — |
| IV.—Chemicals, excepting sulphur | — | — | — | — | — | — | — | — |
| V.—Drugs— | | | | | | | | |
| 1. Intoxicating, other than opium | — | — | — | — | — | — | — | — |
| 2. Non-intoxicating— | — | — | — | — | — | — | — | — |
| (a) Medical preparations | — | — | — | — | — | — | — | — |
| (b) Others | — | — | — | — | — | — | — | — |
| VI.—Dyes and Tannins— | | | | | | | | |
| 1. Indigo | — | — | — | — | — | — | — | — |
| 2. Myristicins | — | — | — | — | — | — | — | — |
| 3. Quercins | — | — | — | — | — | — | — | — |
| 4. Turmeric | — | — | — | — | — | — | — | — |
| 5. Alizarins and Anilins Dyes | — | — | — | — | — | — | — | — |
| 6. Al (Mordants, etc.) | — | — | — | — | — | — | — | — |
| 7. Tanning barks | — | — | — | — | — | — | — | — |
| 8. Others | — | — | — | — | — | — | — | — |
| VII.—Fodder— | | | | | | | | |
| 1. Oilseeds | 195 | — | — | 17 | 195 | — | — | — |
| 2. Hay, straw and grass | — | — | — | — | — | — | — | — |
| VIII.—Fruits and vegetables, fresh | 227 | 216 | — | — | 227 | 216 | 11 | — |
| IX.—Grains and Pulses— | | | | | | | | |
| 1. Wheat | — | — | — | — | — | — | — | — |
| 2. Rice in the husk | — | — | — | — | — | — | — | — |
| 3. Do. not in the husk | — | — | — | — | — | — | — | — |
| 4. Jowar and bajra | — | — | — | — | — | — | — | — |
| 5. Gram and pulses | — | — | — | — | — | — | — | — |
| 6. Wheat flour | — | — | — | — | — | — | — | — |
| 7. Others | — | — | — | — | — | — | — | — |
| X.—Hides and Skins— | | | | | | | | |
| 1. Hides of cattle— | | | | | | | | |
| (a) Dressed or tanned | — | — | — | — | — | — | — | — |
| (b) Raw | — | — | — | — | — | — | — | — |
| 2. Skins of sheep and other animals— | | | | | | | | |
| (a) Dressed or tanned | — | — | — | — | — | — | — | — |
| (b) Raw | — | — | — | — | — | — | — | — |
| XI.—Horns | — | — | — | — | — | — | — | — |
| XII.—Rope (laid) and other fibres, excluding jute | — | — | — | — | — | — | — | — |
| XIII.—Jute— | | | | | | | | |
| 1. Raw | — | — | — | — | — | — | — | — |
| 2. Gunny-bags and cloth | — | — | — | — | — | — | — | — |
| XIV.—Leather | — | — | — | — | — | — | — | — |
| 1. Unwrought | — | — | — | — | — | — | — | — |
| 2. Wrought, excepting boots and shoes | — | — | — | — | — | — | — | — |
| XV.—Liquors— | | | | | | | | |
| 1. Alcohol and beer | — | — | — | — | — | — | — | — |
| 2. Spirit of all kinds, including country spirit | — | — | — | — | — | — | — | — |
| 3. Wine | — | — | — | — | — | — | — | — |
| 4. All other sorts, including toddy and fermented liquors, other than ale and beer | — | — | — | — | — | — | — | — |
| XVI.—Metals— | | | | | | | | |
| 1. Copper, unwrought | — | — | — | — | — | — | — | — |
| 2. Brass, ditto | — | — | — | — | — | — | — | — |
| 3. Copper, wrought | — | — | — | — | — | — | — | — |
| 4. Brass, ditto | — | — | — | — | — | — | — | — |
| 5. Iron and steel— | | | | | | | | |
| (a) Cast | — | — | — | — | — | — | — | — |
| (b) Unwrought | — | — | — | — | — | — | — | — |
| (c) Wrought | — | — | — | — | — | — | — | — |
| (d) Manufactured | — | — | — | — | — | — | — | — |
| 6. Others | — | — | — | — | — | — | — | — |
| XVII.—Miscellaneous— | | | | | | | | |
| 1. Kerosene | — | — | — | — | — | — | — | — |
| 2. Diesel | — | — | — | — | — | — | — | — |
| 3. Coconut | — | — | — | — | — | — | — | — |
| 4. Mustard and rape | — | — | — | — | — | — | — | — |
| 5. Others | — | — | — | — | — | — | — | — |
| XVIII.—Oils— | | | | | | | | |
| 1. Linseed | — | — | — | — | — | — | — | — |
| 2. Rape and mustard | — | — | — | — | — | — | — | — |
| 3. Tallow | — | — | — | — | — | — | — | — |
| 4. Poppy | — | — | — | — | — | — | — | — |
| 5. Castor | — | — | — | — | — | — | — | — |
| 6. Others | — | — | — | — | — | — | — | — |
| XIX.—Opium | — | — | — | — | — | — | — | — |
| XX.—Paint and Varnishes | — | — | — | — | — | — | — | — |
| XXI.—Provisions— | | | | | | | | |
| 1. Oats | — | — | — | — | — | — | — | — |
| 2. Dried fruits and nuts | — | — | — | — | — | — | — | — |
| 3. Others | — | — | — | — | — | — | — | — |

| ARTICLES. | 1902. | | 1901. | | TOTAL. | | Increase. | Decrease. |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | Up. | Down. | Up. | Down. | 1902. | 1901. | | |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | | |
| XXIII.—Railway plant and rolling-stock carried for the Public and Foreign Railways.— | | | | | | | | |
| 1. Locomotives, coaches, and tenders, and parts thereof. | 1,011,000 | 880,000 | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 11,000 | 11,000 |
| 2. Carriages and trucks, and parts thereof. | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 11,000 | 11,000 |
| 3. Materials— | | | | | | | | |
| (a) Steel rails and fish-plates | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 11,000 | 11,000 |
| (b) Sleepers and keys of steel and cast-iron. | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 11,000 | 11,000 |
| (c) Other parts | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 11,000 | 11,000 |
| XXIV.—Salt | 488 | 488 | 488 | 488 | 488 | 488 | 0 | 0 |
| XXV.—Saltpetre and other saline substances.— | | | | | | | | |
| 1. Saltpetre | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 |
| 2. Other saline substances | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 |
| XXVI.—Silk | | | | | | | | |
| 1. Raw— | | | | | | | | |
| (a) Foreign | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 11,000 | 11,000 |
| (b) Indian | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 11,000 | 11,000 |
| 2. With piece-goods— | | | | | | | | |
| (a) Foreign | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 11,000 | 11,000 |
| (b) Indian | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 11,000 | 11,000 |
| XXVII.—Spices | | | | | | | | |
| 1. Betelnuts | 1 | 146 | 1 | 130 | 1 | 130 | 1 | 14 |
| 2. Pepper | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 |
| 3. Cloves | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 |
| 4. Cardamoms | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 |
| 5. Others | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 |
| XXVIII.—Stones and lime | 22 | 22 | 22 | 22 | 22 | 22 | 0 | 0 |
| XXIX.—Sugar | | | | | | | | |
| 1. Refined or crystallized, including sugar-candy. | 40 | 37 | 40 | 37 | 40 | 37 | 3 | 3 |
| 2. Unrefined— | | | | | | | | |
| (a) Sugar | 20 | 48 | 20 | 100 | 20 | 48 | 28 | 28 |
| (b) Gur, rab, molasses, jamun, and other saccharine produce. | 20 | 20 | 20 | 20 | 20 | 20 | 0 | 0 |
| XXX.—Tea | | | | | | | | |
| 1. Foreign | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 11,000 | 11,000 |
| 2. Indian | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 11,000 | 11,000 |
| XXXI.—Tobacco | | | | | | | | |
| 1. Unmanufactured | 180 | 14 | 22 | 180 | 180 | 201 | 21 | 77 |
| 2. Manufactured— | | | | | | | | |
| (a) Churn | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 11,000 | 11,000 |
| (b) Other sorts | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 11,000 | 11,000 |
| XXXII.—Wood | | | | | | | | |
| 1. Timber, sawn or split | 180 | 25 | 39 | 79 | 180 | 181 | 1 | 1 |
| 2. Manufactures | 10 | 0 | 0 | 1 | 10 | 10 | 0 | 0 |
| XXXIII.—Wool | | | | | | | | |
| 1. Raw— | | | | | | | | |
| (a) Carpet and rug | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 11,000 | 11,000 |
| (b) Piece-goods, European | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 11,000 | 11,000 |
| (c) Piece-goods, Indian | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 11,000 | 11,000 |
| (d) Other sorts of manufactures | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 1,011,000 | 1,000,000 | 11,000 | 11,000 |
| XXXIV.—All other articles of merchandise | 488 | 185 | 303 | 185 | 400 | 487 | 87 | 87 |
| Total | 5,380 | 2,427 | 3,953 | 2,427 | 5,380 | 2,427 | 2,953 | 2,953 |

CALCUTTA, the 26th June 1902.

T. SIDDLE,
Chief Auditor and Accountant.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 14th June 1902 on 1,905.37 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|-----------------------|--------------------|----------------------------------|--------------|-----------------------------|-----------------|--------------------------|--------------|----------|
| | Number of passengers. | Coaching receipts. | Weights carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week | 437,444 | Rs. 4,37,444 | Mds. 1,37,444 | Rs. 1,37,444 | Rs. 1,37,444 | Rs. 1,37,444 | 1,37,444 | 1,37,444 | 1,37,444 |
| For previous 52 weeks of half-year. | 5,977,048 | Rs. 5,977,048 | Mds. 1,37,444 | Rs. 1,37,444 | Rs. 1,37,444 | Rs. 1,37,444 | 1,37,444 | 1,37,444 | 1,37,444 |
| Total for 52 weeks | 9,407,992 | Rs. 9,407,992 | Mds. 1,37,444 | Rs. 1,37,444 | Rs. 1,37,444 | Rs. 1,37,444 | 1,37,444 | 1,37,444 | 1,37,444 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year. | 473,754 | Rs. 4,73,754 | Mds. 1,37,444 | Rs. 1,37,444 | Rs. 1,37,444 | Rs. 1,37,444 | 1,37,444 | 1,37,444 | 1,37,444 |
| Per mile of railway corresponding week of previous year. | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Total for corresponding 52 weeks of previous year. | 5,975,205 | Rs. 5,975,205 | Mds. 1,37,444 | Rs. 1,37,444 | Rs. 1,37,444 | Rs. 1,37,444 | 1,37,444 | 1,37,444 | 1,37,444 |

(a) The decrease is chiefly in piece-goods and food-grains.
 * Added number of passengers 15,000 and deducted Rs. 5,34 on account of difference between the approximate and audited figures for the week ended 14th June.
 † Mds. 1,37,444 and deducted Rs. 2,455 May 1902.
 ‡ Audited figures up to 14th May 1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | Merchandise and Mineral Traffic. | Other earnings. | Total. | Per mile of railway. | Train mileage. |
|-------------------|----------------------------------|--------------------|----------------------------------|-----------------|--------|----------------------|----------------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | No. |
| 1,307-00 | 11 days of Week ended 11th Jan. | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 18th Jan. | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 25th Jan. | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 1st Feb. | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 8th Feb. | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 15th Feb. | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 22nd Feb. | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 1st March | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 8th March | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 15th March | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 22nd March | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 29th March | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 5th April | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 12th April | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 19th April | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 26th April | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 3rd May | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 10th May | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 17th May | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 24th May | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 31st May | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 7th June | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 14th June | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| Totals up to date | | 9,407,992 | Rs. 9,407,992 | ... | ... | ... | ... |

* Audited figures.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

| Open mileage. | Period. | Coaching Traffic. | Merchandise and Mineral Traffic. | Other earnings. | Total. | Per mile of railway. | Train mileage. |
|-------------------|----------------------------------|--------------------|----------------------------------|-----------------|--------|----------------------|----------------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | No. |
| 1,307-00 | 11 days of Week ended 11th Jan. | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 18th Jan. | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 25th Jan. | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 1st Feb. | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 8th Feb. | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 15th Feb. | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 22nd Feb. | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 1st March | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 8th March | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 15th March | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 22nd March | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 29th March | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 5th April | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 12th April | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 19th April | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 26th April | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 3rd May | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 10th May | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 17th May | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 24th May | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 31st May | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 7th June | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| 1,307-00 | 11 days of Week ended 14th June | 31,458 | Rs. 31,458 | ... | ... | ... | ... |
| Totals up to date | | 9,407,992 | Rs. 9,407,992 | ... | ... | ... | ... |

TAKKESBUR BRANCH RAILWAY.

Approximate Return of Traffic for week ended 14th June 1902 on 32.25 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRACT-MILES R.M. | | |
|--|--------------------|--------------------|----------------------------------|----------------|-----------------------------|-----------------|--------------------------|--------------|----------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week | 30,731 | Rs. 4,449 9 0 | 14,028 30 | Rs. 1,055 15 0 | 9 0 0 | 6,097 5 0 | 1,086 | 189 | 1,275 |
| Or per mile of railway | 25,140* | 245 9 8 | 1,41,901 12 0 | 85 9 8 | 0 0 0 | 577 2 8 | 24,943 | 3,524 | 28,467 |
| For previous 23 weeks of half-year. | 281,687 | 1,47,381 9 0 | 4,89,894 23 | 17,028 8 0 | 295 0 0 | 1,66,578 5 0 | 24,365 | 2,144 | 26,509 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year. | 21,083 | 4,067 0 0 | 14,462 0 | 640 8 8 | 10 5 3 | 5,813 3 8 | 1,081 | 100 | 1,181 |
| Per mile of railway corresponding week of previous year. | 228 11 1 | 228 11 1 | 228 11 1 | 228 11 1 | 0 7 5 | 247 15 5 | 228 11 1 | 228 11 1 | 228 11 1 |
| Total for corresponding 23 weeks of previous year. | 200,140 | 1,02,782 11 2 | 4,45,399 0 | 18,441 11 0 | 128 11 0 | 1,71,467 4 2 | 26,630 | 2,274 | 28,904 |

* Added No. of passengers 711 and Rs. 90. On account of difference between the approximate and audited figures for the week ended 16th May 1902.
 † Deducted Mdn. 800 and Rs. 18.
 ‡ Audited figures up to 16th May 1902.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Traffic mileage. | |
|-------------------|---------------------------------|--------------------|----------|----------------------------------|--------|-----------------|----------|----------------------|------------------|-----------|
| | | No. of passengers. | Rs. | Mdn. | Rs. | Rs. | Rs. | Rs. | No. | Rs. a. p. |
| 23-25 | 11 days of week ended 10th Jan. | 31,085 | 7,309 | 22,385 | 1,254 | 10 | 8,470 | 251 | 1,014 | 4 6 11 |
| 25-27 | 10th " | 21,640 | 4,659 | 15,719 | 545 | 0 | 5,402 | 167 | 1,194 | 4 10 0 |
| 27-29 | 11th " | 24,871 | 5,614 | 24,390 | 838 | 7 | 6,302 | 200 | 1,198 | 5 3 7 |
| 29-31 | 12th " | 20,347 | 4,675 | 20,234 | 717 | 3 | 5,355 | 154 | 1,189 | 4 12 2 |
| 31-33 | 13th " | 24,253 | 4,811 | 21,250 | 807 | 12 | 5,731 | 176 | 1,188 | 4 13 8 |
| 33-35 | 14th " | 27,747 | 5,788 | 23,430 | 874 | 10 | 6,681 | 205 | 1,190 | 4 13 0 |
| 35-37 | 15th " | 26,277 | 5,862 | 23,410 | 911 | 0 | 7,075 | 216 | 1,188 | 4 13 4 |
| 37-39 | 16th " | 28,391 | 6,781 | 25,488 | 939 | 6 | 7,726 | 239 | 1,189 | 5 1 1 |
| 39-41 | 17th " | 24,510 | 5,110 | 20,727 | 867 | 14 | 7,050 | 210 | 1,201 | 5 10 3 |
| 41-43 | 18th " | 24,510 | 5,110 | 20,727 | 867 | 7 | 7,050 | 210 | 1,201 | 5 10 3 |
| 43-45 | 19th " | 23,188 | 5,775 | 20,501 | 784 | 2 | 6,482 | 202 | 1,185 | 5 1 5 |
| 45-47 | 20th " | 25,108 | 6,622 | 22,280 | 785 | 9 | 7,406 | 233 | 1,185 | 5 3 7 |
| 47-49 | 21st " | 21,346 | 5,171 | 18,458 | 601 | 12 | 6,784 | 209 | 1,202 | 5 1 4 |
| 49-51 | 22nd " | 20,161 | 4,804 | 16,917 | 598 | 10 | 6,412 | 201 | 1,209 | 5 1 12 |
| 51-53 | 23rd " | 21,443 | 5,445 | 17,723 | 814 | 10 | 6,709 | 208 | 1,194 | 5 10 3 |
| 53-55 | 24th " | 22,811 | 6,403 | 19,410 | 744 | 8 | 7,155 | 220 | 1,188 | 5 8 3 |
| 55-57 | 25th " | 23,734 | 6,405 | 19,410 | 830 | 8 | 7,233 | 228 | 1,184 | 5 10 9 |
| 57-59 | 26th " | 21,819 | 5,412 | 18,405 | 821 | 8 | 6,744 | 209 | 1,188 | 4 18 5 |
| 59-61 | 27th " | 20,404 | 5,053 | 18,101 | 709 | 8 | 6,190 | 192 | 1,185 | 4 8 0 |
| 61-63 | 28th " | 20,350 | 5,430 | 18,577 | 818 | 6 | 6,751 | 210 | 1,184 | 4 18 5 |
| 63-65 | 29th " | 22,721 | 6,450 | 19,534 | 842 | 6 | 7,298 | 227 | 1,188 | 5 1 12 |
| Totals up to date | | 401,867 | 1,47,861 | 4,62,880 | 18,082 | 295 | 1,66,574 | 211 | 28,772 | 6 12 11 |

* Audited figures.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Traffic mileage. | |
|-------------------|---------------------------------|--------------------|----------|----------------------------------|--------|-----------------|----------|----------------------|------------------|-----------|
| | | No. of passengers. | Rs. | Mdn. | Rs. | Rs. | Rs. | Rs. | No. | Rs. a. p. |
| 23-25 | 11 days of week ended 10th Jan. | 25,140 | 7,300 | 24,178 | 1,111 | 5 | 8,416 | 261 | 1,068 | 4 3 0 |
| 25-27 | 10th " | 20,171 | 4,583 | 14,414 | 583 | 11 | 5,127 | 157 | 1,170 | 4 5 1 |
| 27-29 | 11th " | 22,809 | 4,652 | 19,536 | 703 | 8 | 5,363 | 161 | 1,184 | 5 6 2 |
| 29-31 | 12th " | 27,779 | 5,877 | 25,551 | 824 | 3 | 7,132 | 210 | 1,208 | 5 14 4 |
| 31-33 | 13th " | 24,473 | 5,810 | 23,277 | 821 | 6 | 7,097 | 214 | 1,184 | 5 9 5 |
| 33-35 | 14th " | 27,181 | 6,963 | 21,154 | 821 | 10 | 7,795 | 239 | 1,158 | 5 11 6 |
| 35-37 | 15th " | 25,230 | 6,086 | 21,305 | 819 | 9 | 7,114 | 220 | 1,185 | 5 8 3 |
| 37-39 | 16th " | 26,810 | 6,910 | 21,817 | 819 | 9 | 7,739 | 240 | 1,188 | 5 6 8 |
| 39-41 | 17th " | 25,008 | 6,781 | 21,190 | 804 | 11 | 7,596 | 232 | 1,195 | 5 10 6 |
| 41-43 | 18th " | 24,804 | 6,111 | 20,437 | 744 | 8 | 6,903 | 211 | 1,189 | 5 11 2 |
| 43-45 | 19th " | 24,040 | 6,050 | 20,510 | 744 | 9 | 6,794 | 209 | 1,185 | 5 11 6 |
| 45-47 | 20th " | 24,180 | 7,704 | 20,535 | 744 | 10 | 8,409 | 261 | 1,181 | 7 8 4 |
| 47-49 | 21st " | 24,011 | 6,411 | 20,74 | 722 | 8 | 7,137 | 221 | 1,200 | 10 1 12 |
| 49-51 | 22nd " | 25,181 | 6,877 | 19,951 | 867 | 8 | 7,742 | 239 | 1,200 | 7 0 10 |
| 51-53 | 23rd " | 21,870 | 6,540 | 18,078 | 723 | 18 | 7,281 | 227 | 1,184 | 5 6 11 |
| 53-55 | 24th " | 26,008 | 6,412 | 19,970 | 824 | 7 | 7,243 | 238 | 1,184 | 5 9 3 |
| 55-57 | 25th " | 28,310 | 6,406 | 16,406 | 703 | 8 | 7,114 | 220 | 1,185 | 5 12 10 |
| 57-59 | 26th " | 21,123 | 5,430 | 18,308 | 711 | 7 | 6,141 | 198 | 1,188 | 5 8 3 |
| 59-61 | 27th " | 27,234 | 6,817 | 18,334 | 708 | 8 | 7,543 | 233 | 1,188 | 5 14 7 |
| 61-63 | 28th " | 24,703 | 6,143 | 18,101 | 573 | 8 | 6,724 | 206 | 1,200 | 4 7 4 |
| 63-65 | 29th " | 21,058 | 6,381 | 18,401 | 611 | 10 | 6,992 | 248 | 1,188 | 4 10 3 |
| Totals up to date | | 401,742 | 1,52,783 | 4,66,390 | 18,073 | 183 | 1,71,469 | 206 | 28,670 | 6 0 3 |

DELHI-UMBALLA-KALKA RAILWAY.

Approximate Return of Traffic for week ended 14th June 1902 on 182'44 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAFFIC-MILES RY. | | |
|--|--------------------|--------------------|----------------------------------|---------------|-----------------------------|-----------------|---------------------------|--------------|---------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mps. c. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week | 24,694 | 20,067 14 0 | 20,840 m | 10,410 5 0 | 54 0 0 | 30,324 5 0 | 9,728 | 4,074 | 13,802 |
| Or per mile of railway | 135 10 1 | 110 10 1 | 114 10 1 | 57 2 5 | 0 6 6 | 168 3 3 | 53 4 0 | 22 4 0 | 75 8 0 |
| For previous 52 weeks of half-year | 446,504 | 4,28,743 13 0 | 31,87,840 307 | 1,81,710 14 0 | 1,675 4 0 | 7,10,929 11 0 | 189,049 | 102,965 | 292,014 |
| Total for 54 weeks | 511,198 | 4,48,810 11 0 | 32,08,680 | 1,82,121 9 0 | 1,731 4 0 | 7,18,058 14 0 | 198,777 | 107,030 | 305,807 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year. | 25,304 | 18,173 13 4 | 1,38,021 0 | 10,809 14 0 | 55 11 0 | 24,928 5 40 | 8,154 | 5,644 | 13,798 |
| Per mile of railway corresponding week of previous year. | 139 0 2 | 100 0 2 | 114 10 1 | 57 2 5 | 0 6 6 | 168 3 3 | 53 4 0 | 22 4 0 | 75 8 0 |
| Total for corresponding 54 weeks of previous year. | 449,880 | 4,10,208 14 1 | 30,08,484 | 1,60,159 13 0 | 1,604 2 0 | 7,04,718 13 7 | 180,995 | 91,408 | 272,403 |

* Added No. of passengers 1,300 and
Deducted Mds. 10,000 and added
4000

Rs. 1,000

Mds. 100

10

On account of difference between the approximate and audited figures for the week ended 10th May 1902.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|-------------------|-------------------|--------------------|----------|----------------------------------|----------|-----------------|----------|----------------------|----------------|--------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rs. |
| 1897-98 | 11 days of Jan. | 25,007 | 20,573 | 1,30,961 | 10,770 | 56 | 31,400 | 172 | 12,247 | 3 5 7 |
| 1898-99 | Week ended 19th " | 16,445 | 11,858 | 1,01,883 | 10,594 | 56 | 22,690 | 126 | 12,074 | 1 14 1 |
| 1899-00 | " " 26th " | 15,284 | 10,808 | 1,11,038 | 10,113 | 49 | 21,100 | 118 | 12,000 | 1 6 1 |
| 1900-01 | " " 1st Feb. | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1901-02 | " " 8th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1902-03 | " " 15th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1903-04 | " " 22nd " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1904-05 | " " 29th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1905-06 | " " 6th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1906-07 | " " 13th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1907-08 | " " 20th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1908-09 | " " 27th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1909-10 | " " 4th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1910-11 | " " 11th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1911-12 | " " 18th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1912-13 | " " 25th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1913-14 | " " 2nd " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1914-15 | " " 9th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1915-16 | " " 16th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1916-17 | " " 23rd " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1917-18 | " " 30th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1918-19 | " " 7th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1919-20 | " " 14th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| Totals up to date | | 511,198 | 4,48,810 | 32,08,680 | 1,82,121 | 1,731 | 7,18,058 | 198 | 305,807 | 2 7 1 |

* Audited figures.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|-------------------|-------------------|--------------------|----------|----------------------------------|----------|-----------------|----------|----------------------|----------------|--------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. | Rs. |
| 1897-98 | 11 days of Jan. | 25,007 | 20,573 | 1,30,961 | 10,770 | 56 | 31,400 | 172 | 12,247 | 3 5 7 |
| 1898-99 | Week ended 19th " | 16,445 | 11,858 | 1,01,883 | 10,594 | 56 | 22,690 | 126 | 12,074 | 1 14 1 |
| 1899-00 | " " 26th " | 15,284 | 10,808 | 1,11,038 | 10,113 | 49 | 21,100 | 118 | 12,000 | 1 6 1 |
| 1900-01 | " " 1st Feb. | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1901-02 | " " 8th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1902-03 | " " 15th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1903-04 | " " 22nd " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1904-05 | " " 29th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1905-06 | " " 6th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1906-07 | " " 13th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1907-08 | " " 20th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1908-09 | " " 27th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1909-10 | " " 4th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1910-11 | " " 11th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1911-12 | " " 18th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1912-13 | " " 25th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1913-14 | " " 2nd " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1914-15 | " " 9th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1915-16 | " " 16th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1916-17 | " " 23rd " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1917-18 | " " 30th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1918-19 | " " 7th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| 1919-20 | " " 14th " | 14,768 | 10,000 | 1,14,710 | 11,007 | 70 | 25,755 | 141 | 12,813 | 2 4 1 |
| Totals up to date | | 449,880 | 4,10,208 | 30,08,484 | 1,60,159 | 1,604 | 7,04,718 | 180 | 272,403 | 2 5 4 |

SOUTH BEHAR RAILWAY.

Approximate Returns of Traffic for week ended 14th June 1902 on 78.76 miles open.

| | PASSENGER TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Total earnings. | TRAFFIC TONNAGE-MILES ROR. | | |
|---|--------------------|--------------------|----------------------------------|---------------|-----------------|----------------------------|--------------|--------|
| | No. of passengers. | Carriage receipts. | Weights carried. | Revenue. | | Carriage. | Merchandise. | Total. |
| Week ended for the week | 13,834 | Rs. 4,385 4 0 | 51,886 30 | Rs. 4,019 1 0 | Rs. 8,404 5 0 | 1,939 | 1,133 | 3,072 |
| For previous 52 weeks of half-year | 512,018 | 1,61,312 11 0 | 10,82,711 10H | 76,263 7 0 | 2,38,575 8 0 | 46,457 | 31,774 | 78,231 |
| Total for 52 weeks | 525,852 | 1,65,697 14 0 | 11,44,606 9 | 79,282 8 0 | 2,44,980 12 0 | 47,596 | 32,907 | 80,503 |
| COMPARISON. | | | | | | | | |
| Total for corresponding week of previous year | 36,371 | 7,116 4 7 | 30,500 10 | 2,320 2 0 | 9,436 6 7 | 1,846 | 1,394 | 3,240 |
| Per mile of railway corresponding week of previous year | 463 | 90 8 8 | 388 0 0 | 29 2 11 | 122 9 7 | 23 4 | 17 5 | 40 9 |
| Total for corresponding 52 weeks of previous year | 314,804 | 1,34,890 12 9 | 12,21,874 70 | 88,381 13 0 | 2,23,271 5 9 | 47,400 | 31,106 | 78,506 |

* Added number of passengers 1,142 and Rs. 41.
 † Included Mta. 7,400 and " 33.
 ‡ Deducted " 5.
 § Audited figures up to 10th May 1902.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Passenger Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|-------------------|-----------------|--------------------|----------|----------------------------------|--------|-----------------|----------|----------------------|----------------|-----------|
| | | No. of passengers. | Rs. | Mta. | Rs. | | | | No. | Rs. A. P. |
| 78-79 | 11 days of Jan. | 12,440 | 10,617 | 55,737 | 2,847 | 10 | 14,484 | 176 | 6,297 | Rs. 1 4 |
| 79-80 | Week ended 18th | 11,320 | 8,325 | 35,576 | 2,087 | 10 | 11,458 | 106 | 2,888 | 8 11 4 |
| 80-81 | " " 19th | 12,445 | 8,082 | 35,435 | 2,065 | 32 | 10,654 | 125 | 2,805 | 8 7 9 |
| 81-82 | " " 20th | 12,345 | 8,715 | 33,970 | 2,175 | 7 | 11,457 | 107 | 2,160 | 8 10 10 |
| 82-83 | " " 21st | 13,341 | 8,715 | 33,149 | 2,280 | 14 | 11,054 | 111 | 2,011 | 8 13 8 |
| 83-84 | " " 22nd | 13,218 | 8,894 | 31,894 | 2,135 | 16 | 11,053 | 114 | 2,023 | 8 2 6 |
| 84-85 | " " 23rd | 14,380 | 8,150 | 33,796 | 2,418 | 21 | 11,585 | 135 | 2,105 | 8 9 0 |
| 85-86 | " " 24th | 15,633 | 8,478 | 37,788 | 2,814 | 21 | 13,102 | 148 | 2,430 | 8 1 9 |
| 86-87 | " " 25th | 16,842 | 8,575 | 34,083 | 2,572 | 25 | 13,155 | 158 | 2,575 | 8 5 7 |
| 87-88 | " " 26th | 16,424 | 8,419 | 35,114 | 2,698 | 17 | 13,558 | 170 | 2,699 | 8 7 7 |
| 88-89 | " " 27th | 17,461 | 8,574 | 32,316 | 2,617 | 24 | 13,541 | 165 | 2,611 | 8 10 2 |
| 89-90 | " " 28th | 18,080 | 8,823 | 31,835 | 2,659 | 32 | 13,541 | 169 | 2,699 | 8 7 4 |
| 90-91 | " " 29th | 18,155 | 7,691 | 33,010 | 2,630 | 23 | 13,419 | 166 | 2,725 | 8 4 8 |
| 91-92 | " " 30th | 18,798 | 7,916 | 34,241 | 2,625 | 16 | 14,096 | 180 | 2,714 | 8 19 8 |
| 92-93 | " " 31st | 19,271 | 8,747 | 30,793 | 2,612 | 22 | 14,771 | 184 | 3,101 | 8 2 11 |
| 93-94 | " " 1st May | 18,790 | 8,790 | 35,734 | 2,605 | 20 | 14,115 | 182 | 3,130 | 8 2 4 |
| 94-95 | " " 2nd | 14,462 | 8,270 | 34,085 | 2,613 | 18 | 13,947 | 157 | 2,797 | 8 5 3 |
| 95-96 | " " 3rd | 13,448 | 8,172 | 30,734 | 2,598 | 24 | 13,574 | 162 | 2,160 | 8 7 7 |
| 96-97 | " " 4th | 14,677 | 8,993 | 37,584 | 2,592 | 24 | 14,213 | 181 | 2,733 | 8 9 8 |
| 97-98 | " " 5th | 15,741 | 8,110 | 37,811 | 2,610 | 23 | 14,734 | 184 | 2,604 | 8 4 2 |
| 98-99 | " " 6th | 15,776 | 8,050 | 36,940 | 2,134 | 23 | 14,146 | 183 | 2,453 | 8 2 8 |
| 99-00 | " " 7th | 15,444 | 8,556 | 31,445 | 2,063 | 22 | 14,086 | 181 | 2,174 | 8 1 4 |
| Totals up to date | | 324,650 | 1,87,808 | 11,44,606 | 79,282 | 495 | 2,44,980 | 154 | 64,708 | 8 9 1 |

* Audited figures.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—continued.

1901.

| Open mileage. | Period. | Passenger Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|-------------------|-----------------|--------------------|----------|----------------------------------|--------|-----------------|----------|----------------------|----------------|-----------|
| | | No. of passengers. | Rs. | Mta. | Rs. | | | | No. | Rs. A. P. |
| 78-79 | 12 days of Jan. | 10,079 | 8,255 | 42,792 | 2,360 | 67 | 10,722 | 129 | 5,580 | 8 4 5 |
| 79-80 | Week ended 19th | 11,073 | 8,045 | 40,638 | 2,020 | 30 | 9,893 | 103 | 5,288 | 8 5 1 |
| 80-81 | " " 20th | 12,678 | 8,016 | 40,172 | 2,099 | 41 | 9,948 | 144 | 3,130 | 8 13 4 |
| 81-82 | " " 21st | 14,375 | 7,271 | 46,810 | 2,798 | 23 | 10,374 | 123 | 3,230 | 8 2 1 |
| 82-83 | " " 22nd | 14,735 | 8,170 | 45,080 | 2,611 | 38 | 10,874 | 139 | 3,018 | 8 4 7 |
| 83-84 | " " 23rd | 15,080 | 8,481 | 45,787 | 2,670 | 80 | 11,240 | 164 | 3,738 | 8 12 4 |
| 84-85 | " " 24th | 15,716 | 8,235 | 45,683 | 2,480 | 60 | 10,894 | 127 | 3,210 | 8 10 0 |
| 85-86 | " " 25th | 16,828 | 7,947 | 44,292 | 2,460 | 40 | 11,325 | 143 | 2,883 | 8 16 5 |
| 86-87 | " " 26th | 14,408 | 7,522 | 40,927 | 2,708 | 40 | 10,737 | 120 | 2,895 | 8 1 0 |
| 87-88 | " " 27th | 14,731 | 8,173 | 40,361 | 2,672 | 31 | 11,596 | 126 | 3,612 | 8 14 1 |
| 88-89 | " " 28th | 14,738 | 8,439 | 38,780 | 2,484 | 31 | 11,744 | 141 | 3,807 | 8 11 4 |
| 89-90 | " " 29th | 15,901 | 8,901 | 39,337 | 2,541 | 41 | 12,484 | 119 | 3,208 | 8 15 5 |
| 90-91 | " " 30th | 16,686 | 8,177 | 47,808 | 2,463 | 33 | 13,133 | 128 | 3,307 | 8 12 1 |
| 91-92 | " " 31st | 17,962 | 8,263 | 45,194 | 2,197 | 39 | 13,695 | 100 | 3,909 | 8 10 0 |
| 92-93 | " " 1st May | 17,188 | 8,286 | 45,708 | 2,872 | 28 | 13,894 | 113 | 3,307 | 8 10 0 |
| 93-94 | " " 2nd | 17,878 | 8,161 | 45,233 | 2,470 | 27 | 13,861 | 87 | 3,307 | 8 5 4 |
| 94-95 | " " 3rd | 13,676 | 8,146 | 35,099 | 2,304 | 17 | 13,579 | 104 | 3,327 | 8 3 1 |
| 95-96 | " " 4th | 11,917 | 8,078 | 37,008 | 2,339 | 21 | 10,428 | 135 | 3,308 | 8 3 5 |
| 96-97 | " " 5th | 15,442 | 8,274 | 37,344 | 2,638 | 23 | 10,935 | 138 | 3,344 | 8 1 0 |
| 97-98 | " " 6th | 15,789 | 8,206 | 38,072 | 2,307 | 28 | 10,821 | 110 | 3,350 | 8 11 8 |
| 98-99 | " " 7th | 15,175 | 8,467 | 38,815 | 2,819 | 33 | 10,492 | 80 | 3,377 | 8 1 0 |
| 99-00 | " " 8th | 14,821 | 7,117 | 37,609 | 2,630 | 19 | 9,656 | 121 | 3,308 | 8 1 4 |
| Totals up to date | | 314,984 | 1,04,991 | 11,31,072 | 82,880 | 812 | 2,38,132 | 136 | 57,957 | 8 0 10 |

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Approximate Return of Traffic and Mileage for the week ended 14th June 1902 on 139 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|----------------------|----------------------------------|---------------------|-------------------|----------------------|--------------------------|--------------|---------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week | 40,187 | Rs. A. P. 15,466 0 0 | Mds. 2 44,025 0 | Rs. A. P. 6,333 0 0 | Rs. A. P. 310 0 0 | Rs. A. P. 22,116 0 0 | 2,325 | 2,491 | 4,817 |
| By per mile of railway | 289 | 154 0 0 | 253 0 | 31 0 0 | 1 0 0 | 178 0 0 | | | |
| For previous 52 weeks of half-year | 666,627 | 2,27,440 0 0 | 12,90,863 0 | 1,10,118 0 0 | 94,182 0 0 | 5,27,745 0 0 | 72,905 | 54,709 | 128,708 |
| Total for 12 weeks | 686,159 | 2,42,116 0 0 | 14,48,957 0 | 1,11,456 0 0 | 94,392 0 0 | 5,50,296 0 0 | 75,414 | 57,201 | 132,615 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year | 36,976 | 14,025 0 0 | 42,025 0 | 4,196 0 0 | 200 0 0 | 18,427 0 0 | 2,713 | 2,112 | 4,825 |
| By per mile of railway | 264 | 106 0 0 | 324 0 | 30 0 0 | 1 0 0 | 139 0 0 | | | |
| For previous 52 weeks of half-year | 597,782 | 2,26,531 0 0 | 12,79,511 0 | 1,00,728 0 0 | 1,33,298 0 0 | 5,29,329 0 0 | 69,097 | 53,969 | 123,066 |

* Added up to week ending 19th April 1901.

† Coaching traffic calculated on 139 miles only.

ASSAM-BENGAL RAILWAY.

Approximate Return of Traffic for the week ended 14th June 1902 on 538 miles open for all descriptions of traffic and an additional 31 miles for goods and parcels traffic only.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|--------------------|----------------------|----------------------------------|----------------------|---------------------|----------------------|--------------------------|--------------|---------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week | 22,424 | Rs. A. P. 10,989 0 0 | Mds. 2 1,02,764 0 | Rs. A. P. 14,302 0 0 | Rs. A. P. 2,088 0 0 | Rs. A. P. 36,999 0 0 | 5,704 | 5,887 | 11,591 |
| By per mile of railway | 418 | 20 0 0 | 175 0 | 26 0 0 | 3 0 0 | 68 0 0 | | | |
| For previous 52 weeks of half-year | 506,481 | 2,43,370 0 0 | 24,97,364 0 | 2,26,226 0 0 | 31,234 0 0 | 5,04,064 0 0 | 152,872 | 151,770 | 304,642 |
| Total for 12 weeks | 528,905 | 2,64,130 0 0 | 25,11,024 0 | 2,47,186 0 0 | 33,342 0 0 | 5,24,618 0 0 | 168,686 | 167,387 | 336,073 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year | 21,371 | 12,732 0 0 | 1,47,266 0 | 22,443 0 0 | 2,332 0 0 | 47,816 0 0 | 6,804 | 5,297 | 12,101 |
| By per mile of railway | 400 | 23 0 0 | 274 0 | 41 0 0 | 4 0 0 | 88 0 0 | | | |
| For previous 52 weeks of half-year | 506,481 | 2,43,370 0 0 | 24,97,364 0 | 2,26,226 0 0 | 31,234 0 0 | 5,04,064 0 0 | 152,872 | 151,770 | 304,642 |

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam-Bengal Railway.

| RECEIPTS FOR THE WEEK ENDING 14th JUNE 1902. | | | RECEIPTS FOR THE WEEK ENDING 15th JUNE 1901. | | | TOTAL RECEIPTS FROM 1st APRIL 1901 TO 14th JUNE 1902. | | | TOTAL RECEIPTS FROM 1st APRIL 1901 TO 14th JUNE 1901. | | | Total income in 1902. | Total decrease in 1902. |
|--|------------|------------------|--|------------|------------------|---|-----------------|------------------|---|-----------------|------------------|-----------------------|-------------------------|
| Mean mileage worked. | Receipts. | Per mile worked. | Mean mileage worked. | Receipts. | Per mile worked. | Mean mileage worked. | Total receipts. | Per mile worked. | Mean mileage worked. | Total receipts. | Per mile worked. | | |
| 540 | Rs. 24,700 | 45 1/2 | 575 | Rs. 27,440 | 47 1/2 | 540 | Rs. 2,44,200 | 45 1/2 | 575 | Rs. 4,69,807 | 81 1/2 | Rs. 2,44,200 | 24,700 |

EASTERN BENGAL STATE RAILWAY.

(INCLUDING N. E., K. D., DACCA, AND ASSAM-BENGALESE SECTIONS.)

Approximate Return of Traffic and Mileage for the week ended 14th June 1902 on 834 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIL-MILEAGE. | | |
|---|--------------------|------------------------|----------------------------------|------------------------|-----------------------------------|------------------------|------------------------|--------------|-----------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week | 243,400 | Rs. A. P. 1,17,499 0 8 | Mds. 2,10,294 0 | Rs. A. P. 1,56,180 0 0 | Rs. A. P. 6,490 0 0 | Rs. A. P. 1,62,670 0 0 | 82,400 | 38,180 | 120,580 |
| Or per mile of railway | 290 | 129 0 8 | 253 0 | 183 0 8 | 1 0 0 | 1 65 0 0 | ... | ... | ... |
| For previous 52 weeks of half-year | 1,206,528 | 5,71,090 0 0 | 2,74,04,928 0 | 27,71,943 0 0 | 4,62,965 0 0 | 62,96,564 0 0 | 849,001 | 967,323 | 1,817,323 |
| Total for 54 weeks | 1,449,928 | 6,88,589 0 0 | 2,96,15,852 0 | 28,28,886 0 0 | 4,79,455 0 0 | 70,08,341 0 0 | 931,401 | 1,005,503 | 1,936,904 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year | 228,254 | 1,04,931 0 0 | 1,85,524 0 | 1,91,623 0 0 | 7,808 0 0 | 1,12,739 0 0 | 36,590 | 35,691 | 72,281 |
| Or per mile of railway | 274 | 125 0 0 | 222 0 | 229 0 0 | 1 0 0 | 1 35 0 0 | ... | ... | ... |
| For previous 52 weeks of half-year | 1,206,528 | 5,71,090 0 0 | 2,74,04,928 0 | 27,71,943 0 0 | 4,62,965 0 0 | 62,96,564 0 0 | 849,001 | 967,323 | 1,817,323 |
| Total for corresponding date of previous year | 1,206,528 | 5,71,090 0 0 | 2,74,04,928 0 | 27,71,943 0 0 | 4,62,965 0 0 | 62,96,564 0 0 | 849,001 | 967,323 | 1,817,323 |

* Excluding ferry earnings.

† Audited up to week ending 18th April 1902.

Increase under coaching traffic is due to Dushara festival.

Increase under goods traffic is due to jute and tea trade.

BRAHMAPUTRA-SULTANPUR RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 14th June 1902 on 59.19 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIL-MILEAGE. | | |
|---|--------------------|---------------------|----------------------------------|-------------------|-----------------------------------|---------------------|------------------------|--------------|--------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week | 7,470 | Rs. A. P. 3,469 0 0 | Mds. 7,000 0 | Rs. A. P. 800 0 0 | Rs. A. P. 80 0 0 | Rs. A. P. 3,549 0 0 | 1,000 | 1,104 | 2,104 |
| Or per mile of railway | 125 | 58 0 0 | 117 0 | 13 0 0 | 1 0 0 | 58 0 0 | ... | ... | ... |
| For previous 52 weeks of half-year | 169,166 | 69,398 0 0 | 4,27,774 0 | 24,303 0 0 | 165 0 0 | 69,463 0 0 | 20,044 | 19,341 | 39,385 |
| Total for 54 weeks | 176,636 | 72,867 0 0 | 4,34,774 0 | 24,303 0 0 | 165 0 0 | 72,928 0 0 | 21,044 | 20,445 | 41,489 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year | 4,176 | 1,774 0 0 | 10,406 0 | 842 0 0 | 11 0 0 | 2,627 0 0 | 946 | 1,408 | 2,354 |
| Or per mile of railway | 69 | 29 0 0 | 174 0 | 14 0 0 | ... | 43 0 0 | ... | ... | ... |
| For previous 52 weeks of half-year | 169,166 | 69,398 0 0 | 4,27,774 0 | 24,303 0 0 | 165 0 0 | 69,463 0 0 | 20,044 | 19,341 | 39,385 |
| Total for corresponding date of previous year | 169,166 | 69,398 0 0 | 4,27,774 0 | 24,303 0 0 | 165 0 0 | 69,463 0 0 | 20,044 | 19,341 | 39,385 |

* Audited up to week ending 18th April 1902.

MYMENSINGH-JAGANNATHGANJ RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 14th June 1902 on 53.37 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIL-MILEAGE. | | |
|---|--------------------|---------------------|----------------------------------|-------------------|-----------------------------------|---------------------|------------------------|--------------|--------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week | 1,930 | Rs. A. P. 3,090 0 0 | Mds. 11,180 0 | Rs. A. P. 500 0 0 | Rs. A. P. 10 0 0 | Rs. A. P. 3,090 0 0 | 700 | 1,300 | 2,000 |
| Or per mile of railway | 36 | 58 0 0 | 210 0 | 9 0 0 | ... | 58 0 0 | ... | ... | ... |
| For previous 52 weeks of half-year | 90,522 | 56,164 0 0 | 4,04,048 0 | 26,774 0 0 | 491 0 0 | 56,655 0 0 | 21,014 | 20,000 | 41,014 |
| Total for 54 weeks | 92,452 | 58,254 0 0 | 4,15,228 0 | 27,274 0 0 | 491 0 0 | 58,745 0 0 | 21,714 | 20,495 | 42,209 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year | 2,710 | 1,016 0 0 | 8,590 0 | 294 0 0 | 17 0 0 | 1,327 0 0 | 1,000 | 1,000 | 2,000 |
| Or per mile of railway | 51 | 19 0 0 | 161 0 | 5 0 0 | ... | 25 0 0 | ... | ... | ... |
| For previous 52 weeks of half-year | 90,522 | 56,164 0 0 | 4,04,048 0 | 26,774 0 0 | 491 0 0 | 56,655 0 0 | 21,014 | 20,000 | 41,014 |
| Total for corresponding date of previous year | 90,522 | 56,164 0 0 | 4,04,048 0 | 26,774 0 0 | 491 0 0 | 56,655 0 0 | 21,014 | 20,000 | 41,014 |

* Audited up to week ending 18th April 1902.

DACCRA STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 14th June 1902 on 68 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES R.F. | | |
|---|--------------------|--------------------|----------------------------------|--------------|-----------------|-----------------|--------------------------|--------------|---------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. C. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week | 98,170 | 7,080 0 0 | 11,740 0 | 1,300 0 0 | 70 0 0 | 8,450 0 0 | 3,100 | 1,400 | 4,500 |
| Per mile of railway | 1,443 | 103 0 0 | 172 0 0 | 19 0 0 | 1 0 0 | 124 0 0 | 45 0 0 | 20 0 0 | 65 0 0 |
| For previous 23 weeks of half-year | 2,201,418 | 1,82,301 0 0 | 11,20,233 0 | 1,08,474 0 0 | 5,750 0 0 | 2,97,800 0 0 | 83,858 | 44,231 | 128,089 |
| Total for 24 weeks | 2,299,588 | 1,89,381 0 0 | 11,31,973 0 | 1,09,774 0 0 | 5,820 0 0 | 3,03,600 0 0 | 86,958 | 45,631 | 132,589 |
| Comparison. | | | | | | | | | |
| Total for corresponding week of previous year | 24,581 | 7,100 0 0 | 14,935 0 | 1,401 0 0 | 80 0 0 | 8,581 0 0 | 3,184 | 1,338 | 4,522 |
| Per mile of railway corresponding week of previous year | 362 | 104 0 0 | 228 0 0 | 23 0 0 | 1 0 0 | 128 0 0 | 46 0 0 | 21 0 0 | 67 0 0 |
| Total to corresponding date of previous year | 2,299,588 | 1,84,082 0 0 | 10,88,394 0 | 10,001 0 0 | 5,973 0 0 | 3,05,155 0 0 | 85,988 | 45,085 | 131,073 |

* Audited up to week ending 15th April 1902.

COOCH BEHAR STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 14th June 1902 on 33.78 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES R.F. | | |
|---|--------------------|--------------------|----------------------------------|------------|-----------------------------------|-----------------|--------------------------|--------------|--------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. C. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week | 3,128 | 1,214 0 0 | 6,570 0 | 710 0 0 | 10 0 0 | 1,944 0 0 | 530 | 2,360 | 2,890 |
| Per mile of railway | 92 | 35 0 0 | 194 0 0 | 21 0 0 | 0 0 0 | 57 0 0 | 15 0 0 | 69 0 0 | 84 0 0 |
| For previous 23 weeks of half-year | 65,365 | 25,134 0 0 | 2,07,048 0 | 21,073 0 0 | 1,288 0 0 | 27,483 0 0 | 7,384 | 37,720 | 45,104 |
| Total for 24 weeks | 68,493 | 26,348 0 0 | 2,13,618 0 | 21,783 0 0 | 1,298 0 0 | 28,781 0 0 | 7,914 | 39,080 | 46,994 |
| Comparison. | | | | | | | | | |
| Total for corresponding week of previous year | 3,385 | 437 0 0 | 5,428 0 | 734 0 0 | 140 0 0 | 2,711 0 0 | 308 | 2,402 | 2,710 |
| Per mile of railway corresponding week of previous year | 71 | 12 0 0 | 161 0 0 | 22 0 0 | 4 0 0 | 80 0 0 | 8 0 0 | 71 0 0 | 79 0 0 |
| Total to corresponding date of previous year | 60,811 | 19,175 0 0 | 2,15,743 0 | 24,187 0 0 | 4,237 0 0 | 24,424 0 0 | 6,692 | 35,428 | 42,120 |

* Including ballast train-miles, 1,650.

† Audited up to week ending 15th April 1902.

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 14th June 1902 on 1,262 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including steamboat). | Total earnings. | TRAFFIC TRAIN-MILES R.F. | | |
|---|--------------------|-----------|----------------------------------|------------|---------------------------------------|-----------------|--------------------------|--------------|---------|
| | No. of passengers. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. | Mds. | Rs. | Rs. | Rs. | | | |
| Total traffic for the week on 1,262 miles open | 817,444 | 31,550 | 7,14,830 | (a) 26,345 | 10,600 | 5,07,800 | 20,608 | (b) 26,817 | 47,425 |
| Per mile of railway | 647 | 24 0 0 | 566 0 0 | 20 0 0 | 8 0 0 | 402 0 0 | 16 0 0 | 21 0 0 | 37 0 0 |
| For previous 23 weeks of half-year (c) | 4,250,865 | 12,54,308 | 1,97,51,975 | 21,64,747 | 4,19,379 | 20,99,161 | 82,459 | 339,819 | 422,278 |
| Total for 24 weeks | 5,068,309 | 12,85,858 | 2,04,66,805 | 22,91,494 | 4,23,979 | 21,15,538 | 102,067 | 366,636 | 468,703 |
| Comparison. | | | | | | | | | |
| Total for corresponding week of previous year on 1,234 miles open | 880,808 | 34,154 | 8,34,758 | 1,19,425 | 12,001 | 5,51,710 | 23,233 | (d) 43,170 | 66,403 |
| Per mile of railway corresponding week of previous year | 713 | 27 0 0 | 676 0 0 | 96 0 0 | 10 0 0 | 447 0 0 | 19 0 0 | 35 0 0 | 54 0 0 |
| Total to corresponding date of previous year (e) | 4,374,804 | 12,97,528 | 1,98,12,793 | 22,83,227 | 4,26,424 | 20,67,523 | 73,426 | 357,814 | 431,240 |

(a) Decrease resulted principally from a falling off in the local traffic.

(b) Includes 2,600 miles of ballast train run on open line.

(c) Audited figures up to week ending 15th April 1902.

(d) 2,400 miles of ballast train run on open line.

EASTERN BENGAL STATE RAILWAY.

(INCLUDING N. B., E.-D., DACCA AND ASSAM-BRUIAR SECTIONS.)

Approximate Return of Traffic and Mileage for the week ended 21st June 1902 on 554 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|---------------|-----------------------------------|-----------------|--------------------------|--------------|-----------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. c. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week | 265,510 | 1,54,594 0 0 | 7,51,510 0 | 1,50,760 0 0 | 4,412 0 0 | 2,41,796 0 0 | 33,734 | 51,588 | 85,322 |
| Or per mile of railway | 479 | 276 0 0 | 1362 0 0 | 272 0 0 | 8 0 0 | 436 0 0 | 61 | 93 | 154 |
| For previous 26 weeks of half-year | 4,584,190 | 27,48,300 0 0 | 2,89,11,074 0 | 50,00,340 0 0 | 4,80,432 0 0 | 70,00,052 0 0 | 800,367 | 1,001,100 | 1,801,467 |
| Total for 26 weeks | 4,802,695 | 28,16,894 0 0 | 2,97,62,554 0 | 50,87,080 0 0 | 4,85,244 0 0 | 72,80,512 0 0 | 827,071 | 1,022,688 | 1,849,759 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year | 250,184 | 1,43,222 0 0 | 7,40,810 0 | 90,140 0 0 | 2,930 0 0 | 2,11,382 0 0 | 28,446 | 48,905 | 77,351 |
| Or per mile of railway | 453 | 258 0 0 | 1338 0 0 | 176 0 0 | 5 0 0 | 383 0 0 | 41 | 70 | 111 |
| For previous 26 weeks of half-year | 4,584,190 | 27,48,300 0 0 | 2,89,11,074 0 | 50,00,340 0 0 | 4,80,432 0 0 | 70,00,052 0 0 | 800,367 | 1,001,100 | 1,801,467 |
| Total for 26 weeks | 4,802,695 | 28,16,894 0 0 | 2,97,62,554 0 | 50,87,080 0 0 | 4,85,244 0 0 | 72,80,512 0 0 | 827,071 | 1,022,688 | 1,849,759 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year | 250,184 | 1,43,222 0 0 | 7,40,810 0 | 90,140 0 0 | 2,930 0 0 | 2,11,382 0 0 | 28,446 | 48,905 | 77,351 |
| Or per mile of railway | 453 | 258 0 0 | 1338 0 0 | 176 0 0 | 5 0 0 | 383 0 0 | 41 | 70 | 111 |
| For previous 26 weeks of half-year | 4,584,190 | 27,48,300 0 0 | 2,89,11,074 0 | 50,00,340 0 0 | 4,80,432 0 0 | 70,00,052 0 0 | 800,367 | 1,001,100 | 1,801,467 |
| Total for 26 weeks | 4,802,695 | 28,16,894 0 0 | 2,97,62,554 0 | 50,87,080 0 0 | 4,85,244 0 0 | 72,80,512 0 0 | 827,071 | 1,022,688 | 1,849,759 |

* Excluding ferry earnings.

† Audited up to week ending 20th April 1902.

Increase under coaching traffic is due to Dushara bathing festival.

Decrease under merchandise traffic is due to late and sea traffic.

BRAHMAPUTRA-SULTANPUR RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 21st June 1902 on 50.19 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|--------------------|--------------------|----------------------------------|------------|-----------------------------------|-----------------|--------------------------|--------------|--------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. c. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week | 7,880 | 2,310 0 0 | 7,540 0 | 670 0 0 | 80 0 0 | 2,390 0 0 | 1,072 | 1,200 | 2,272 |
| Or per mile of railway | 157 | 46 0 0 | 150 0 0 | 13 0 0 | 1 0 0 | 47 0 0 | 21 | 24 | 45 |
| For previous 26 weeks of half-year | 180,712 | 54,072 0 0 | 212,305 0 | 32,002 0 0 | 821 0 0 | 50,373 0 0 | 24,432 | 30,376 | 54,808 |
| Total for 26 weeks | 170,742 | 40,002 0 0 | 205,443 0 | 30,552 0 0 | 571 0 0 | 40,304 0 0 | 22,511 | 27,686 | 50,197 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year | 5,400 | 1,002 0 0 | 21,000 0 | 667 0 0 | 13 0 0 | 1,015 0 0 | 912 | 1,200 | 2,112 |
| Or per mile of railway | 107 | 20 0 0 | 418 0 0 | 13 0 0 | 0 0 0 | 20 0 0 | 18 | 24 | 42 |
| For previous 26 weeks of half-year | 180,712 | 54,072 0 0 | 212,305 0 | 32,002 0 0 | 821 0 0 | 50,373 0 0 | 24,432 | 30,376 | 54,808 |
| Total for 26 weeks | 170,742 | 40,002 0 0 | 205,443 0 | 30,552 0 0 | 571 0 0 | 40,304 0 0 | 22,511 | 27,686 | 50,197 |

* Audited up to week ending 20th April 1902.

HYMENSINGH-JAGANNATHGANJ RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 21st June 1902 on 25.87 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|------------|-----------------------------------|-----------------|--------------------------|--------------|--------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. c. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week | 7,300 | 2,000 0 0 | 2,000 0 | 200 0 0 | 10 0 0 | 2,010 0 0 | 600 | 1,227 | 1,827 |
| Or per mile of railway | 282 | 77 0 0 | 770 0 0 | 80 0 0 | 4 0 0 | 78 0 0 | 23 | 48 | 71 |
| For previous 26 weeks of half-year | 217,377 | 61,000 0 0 | 461,813 0 | 21,000 0 0 | 415 0 0 | 62,115 0 0 | 51,000 | 11,000 | 62,000 |
| Total for 26 weeks | 220,377 | 62,000 0 0 | 465,273 0 | 21,000 0 0 | 425 0 0 | 62,115 0 0 | 51,000 | 11,000 | 62,000 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year | 7,300 | 1,000 0 0 | 2,000 0 | 200 0 0 | 10 0 0 | 2,010 0 0 | 600 | 1,227 | 1,827 |
| Or per mile of railway | 282 | 77 0 0 | 770 0 0 | 80 0 0 | 4 0 0 | 78 0 0 | 23 | 48 | 71 |
| For previous 26 weeks of half-year | 217,377 | 61,000 0 0 | 461,813 0 | 21,000 0 0 | 415 0 0 | 62,115 0 0 | 51,000 | 11,000 | 62,000 |
| Total for 26 weeks | 220,377 | 62,000 0 0 | 465,273 0 | 21,000 0 0 | 425 0 0 | 62,115 0 0 | 51,000 | 11,000 | 62,000 |

* Audited up to week ending 20th April 1902.

DACCA STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 21st June 1902 on 84 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|------------------|-----------------|------------------|--------------------------|--------------|----------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week | 21,150 | Rs. 2,000 0 0 | Mts. 11,000 0 | Rs. 1,170 0 0 | Rs. 100 0 0 | Rs. 3,270 0 0 | 2,000 | 1,000 | 3,000 |
| Or per mile of railway | 252 | Rs. 24 0 0 | Mts. 132 0 | Rs. 14 0 0 | Rs. 1 0 0 | Rs. 39 0 0 | ... | ... | ... |
| For previous 24 weeks of half-year | 656,400 | Rs. 1,01,075 0 0 | Mts. 18,01,100 0 | Rs. 1,11,115 0 0 | Rs. 6,015 0 0 | Rs. 8,09,105 0 0 | 66,250 | 40,851 | 1,07,101 |
| Total for 25 weeks | 677,550 | Rs. 1,03,075 0 0 | Mts. 18,12,100 0 | Rs. 1,12,285 0 0 | Rs. 7,015 0 0 | Rs. 8,17,435 0 0 | 68,250 | 41,851 | 1,10,101 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year | 23,908 | Rs. 2,450 0 0 | Mts. 10,000 0 | Rs. 1,800 0 0 | Rs. 42 0 0 | Rs. 5,332 0 0 | 2,704 | 1,470 | 4,174 |
| Or per mile of railway | 285 | Rs. 29 0 0 | Mts. 120 0 | Rs. 22 0 0 | Rs. 1 0 0 | Rs. 64 0 0 | ... | ... | ... |
| For previous 24 weeks of half-year | 668,834 | Rs. 9,00,442 0 0 | Mts. 10,48,830 0 | Rs. 1,00,062 0 0 | Rs. 9,014 0 0 | Rs. 8,10,446 0 0 | 62,092 | 51,351 | 1,13,443 |

* Audited up to week ending 26th April 1902.

COOCH BEHAR STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 21st June 1902 on 33.78 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|----------------|-----------------------------------|-----------------|--------------------------|--------------|--------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week | 1,070 | Rs. 200 0 0 | Mts. 7,040 0 | Rs. 760 0 0 | Rs. 10 0 0 | Rs. 1,760 0 0 | 200 | 2,101* | 2,301* |
| Or per mile of railway | 32 | Rs. 59 0 0 | Mts. 206 0 | Rs. 23 0 0 | ... | Rs. 52 0 0 | ... | ... | ... |
| For previous 24 weeks of half-year | 28,041 | Rs. 28,474 0 0 | Mts. 3,32,500 0 | Rs. 21,450 0 0 | Rs. 1,215 0 0 | Rs. 48,689 0 0 | 7,002 | 27,770 | 34,772 |
| Total for 25 weeks | 29,111 | Rs. 28,674 0 0 | Mts. 3,39,540 0 | Rs. 21,610 0 0 | Rs. 1,225 0 0 | Rs. 49,899 0 0 | 7,202 | 27,871 | 35,073 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year | 1,070 | Rs. 267 0 0 | Mts. 7,136 0 | Rs. 1,031 0 0 | Rs. 14 0 0 | Rs. 1,312 0 0 | 268 | 251 | 519 |
| Or per mile of railway | 32 | Rs. 80 0 0 | Mts. 213 0 | Rs. 31 0 0 | ... | Rs. 39 0 0 | ... | ... | ... |
| For previous 24 weeks of half-year | 28,041 | Rs. 14,022 0 0 | Mts. 3,32,500 0 | Rs. 21,450 0 0 | Rs. 4,431 0 0 | Rs. 40,881 0 0 | 7,002 | 27,770 | 34,772 |

* Including ballast train on the 1,046.

† Audited up to week ending 26th April 1902.

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 21st June 1902 on 1,262 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated), including along-post. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|--------------------|----------------------|----------------------------------|----------------------|---|------------------------|--------------------------|--------------|----------|
| | No. of passengers. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week on 1,262 miles open | 281,410 | Rs. (a) 10,410 77 08 | Mts. 6,72,240 | Rs. (b) 89,070 70 38 | Rs. 19,410 15 38 | Rs. (c) 2,06,480 34 02 | 30,567 | (e) 34,343 | 74,910 |
| Or per mile of railway | 223 | Rs. 8 25 0 | Mts. 533 0 | Rs. 70 38 | ... | Rs. 163 02 | ... | ... | ... |
| For previous 24 weeks of half-year | 4,500,302 | Rs. 10,70,311 | Mts. 2,06,04,028 | Rs. 33,67,115 | Rs. 5,10,083 | Rs. 15,47,080 | 1,04,818 | 879,007 | 9,83,825 |
| Total for 25 weeks | 4,781,712 | Rs. 10,80,722 | Mts. 2,12,76,268 | Rs. 33,85,783 | Rs. 5,29,495 | Rs. 16,03,275 | 1,07,885 | 893,350 | 1,01,235 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year on 1,251 miles open | 218,090 | Rs. 80,692 | Mts. 7,50,241 | Rs. 94,791 | Rs. 10,873 | Rs. 1,04,240 | 31,040 | (e) 31,150 | 62,190 |
| Or per mile of railway | 174 | Rs. 64 42 | Mts. 600 25 | Rs. 75 77 | Rs. 10 04 | Rs. 83 33 | ... | ... | ... |
| For previous 24 weeks of half-year | 4,500,302 | Rs. 14,88,118 | Mts. 2,06,04,028 | Rs. 33,67,115 | Rs. 5,05,808 | Rs. 15,47,080 | 1,04,818 | 879,007 | 9,83,825 |

(a) Increase due to increased mileage and improved traffic generally.

(b) Decrease due to a falling off of Rs. 7,000 in local traffic.

(c) Includes 3,142 miles of ballast traffic run on open line.

(d) Audited figures up to week ending 26th May 1902.

(e) 2,815 miles of ballast traffic run on open line.

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Approximate Return of Traffic for the week ending 21st June 1902 on 18 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|---------------------|-----------|----------------------------------|-----------|-----------------------------|-----------------|--------------------------|--------------|--------|
| | Passengers carried. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | No. | Rs. | Mds. | Rs. | Rs. | Rs. | | | |
| Total traffic for the week on 18 miles open ... | 1,776 | 861 | 14,888 | 508 | 13 | 779 | 336 | 168 | 504 |
| Or per mile of railway ... | 94.33 | 47.80 | 827.11 | 28.11 | 0.67 | 43.28 | | | |
| For previous 152 weeks of half-year ... | 55,858 | 9,858 | 2,03,400 | 7,714 | 886 | 18,330 | 8,706 | 3,121 | 11,827 |
| Total for 152 weeks ... | 55,574 | 9,919 | 2,02,622 | 8,222 | 899 | 19,009 | 8,141 | 3,289 | 11,430 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year on 18 miles open ... | 1,686 | 801 | 13,348 | 385 | 5 | 691 | 351 | 161 | 512 |
| Or per mile of railway corresponding week of previous year ... | 93.12 | 44.42 | 741.56 | 21.41 | 0.27 | 38.40 | | | |
| Total to corresponding date of previous year ... | 50,778 | 8,463 | 2,48,073 | 8,879 | 773 | 19,115 | 8,928 | 3,008 | 11,936 |

* Includes audited figures up to week ending 3rd May 1902.

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Audited Return of Traffic for week ending 30th April 1902 on 18 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|---------------------|------------|----------------------------------|------------|-----------------|-----------------|--------------------------|--------------|--------|
| | Passengers carried. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | No. | Rs. A. P. | Mds. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week on 18 miles open ... | 2,402 | 870 11 8 | 14,115 | 820 9 0 | 212 8 0 | 1,803 7 8 | 844 | 100 | 944 |
| Or per mile of railway ... | 133.44 | 48 9 8 | 784.17 | 45 12 11 | 11 7 4 | 94 13 0 | | | |
| For previous 152 weeks of half-year ... | 41,683 | 7,382 7 6 | 1,79,381 | 6,631 15 3 | 923 8 0 | 12,347 12 5 | 5,907 | 1,977 | 7,884 |
| Total for 152 weeks ... | 44,175 | 7,733 3 8 | 1,83,496 | 6,932 8 8 | 745 0 0 | 13,401 3 8 | 6,351 | 2,127 | 8,478 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year on 18 miles open ... | 1,813 | 820 0 6 | 15,329 | 180 0 0 | 0 14 4 | 836 14 0 | 374 | 180 | 554 |
| Or per mile of railway corresponding week of previous year ... | 100.72 | 45 7 8 | 846.28 | 10 0 0 | 0 8 9 | 46 4 0 | | | |
| Total to corresponding date of previous year ... | 34,418 | 5,770 9 11 | 2,00,715 | 6,143 8 8 | 611 7 0 | 12,531 6 7 | 6,019 | 1,846 | 7,865 |

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Audited Return of Traffic for week ending 3rd May 1902 on 19 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|---------------------|-----------|----------------------------------|------------|-----------------|-----------------|--------------------------|--------------|--------|
| | Passengers carried. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | No. | Rs. A. P. | Mds. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week on 19 miles open ... | 2,531 | 876 4 0 | 13,183 | 550 12 0 | 83 0 0 | 742 4 0 | 802 | 112 | 914 |
| Or per mile of railway ... | 133.21 | 46 0 0 | 693.84 | 28 12 0 | 4 12 0 | 39 1 1 | | | |
| For previous 152 weeks of half-year ... | 44,175 | 7,733 3 8 | 1,79,381 | 6,631 15 3 | 705 0 0 | 12,347 12 5 | 5,907 | 1,977 | 7,884 |
| Total for 152 weeks ... | 46,706 | 8,111 7 0 | 2,05,562 | 7,333 8 8 | 775 0 0 | 13,193 13 8 | 6,613 | 2,341 | 8,954 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year on 19 miles open ... | 1,710 | 805 14 4 | 12,476 | 480 0 0 | 6 5 0 | 861 3 4 | 308 | 106 | 414 |
| Or per mile of railway corresponding week of previous year ... | 89.99 | 42 4 3 | 656.63 | 25 0 0 | 0 3 0 | 45 3 8 | | | |
| Total to corresponding date of previous year ... | 39,186 | 6,143 8 8 | 2,18,321 | 6,532 8 8 | 613 15 0 | 13,268 7 11 | 6,417 | 2,051 | 8,468 |

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

| | | | Rs. | A. | P. | Rs. | A. | P. |
|---|----------------|----------|-------|-----|-----|----------|----|----|
| Approximate earnings for the week ending 21st June 1902 | Coaching | ... | 7,848 | 0 | 0 | 17,172 | 0 | 0 |
| | Goods | ... | 9,570 | 0 | 0 | | | |
| | Other earnings | ... | 59 | 0 | 0 | | | |
| | | | | | | | | |
| Audited earnings for the corresponding period of 1901 | Coaching | ... | 7,148 | 0 | 0 | 17,056 | 0 | 0 |
| | Goods | ... | 9,521 | 0 | 0 | | | |
| | Other earnings | ... | 287 | 0 | 0 | | | |
| | | | | | | | | |
| | | Increase | | | | 116 | 0 | 0 |
| Receipts per mile for the week ending 21st June 1902 | ... | ... | ... | ... | ... | 356 | 11 | 4 |
| Ditto for the corresponding period of 1901 | ... | ... | ... | ... | ... | 334 | 6 | 11 |
| | | Increase | | | | 2 | 4 | 5 |
| Receipts from 1st January to 21st June 1902 | ... | ... | ... | ... | ... | 2,72,368 | 0 | 0 |
| Ditto for the corresponding period of 1901 | ... | ... | ... | ... | ... | 2,46,442 | 0 | 0 |
| | | Increase | | | | 15,926 | 0 | 0 |



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, JULY 9, 1902.

OFFICIAL PAPERS.

[Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on payment of five rupees per annum if delivered in Calcutta, or seven rupees and eight annas if sent by post.]

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REDISTRIBUTION OF THE SCALE OF TONNAGE ALLOTTED TO THE VARIOUS GRADES OF THE BENGAL PILOT SERVICE.

No. 105T.—Marine.

Government of Bengal.

MARINE DEPARTMENT.

Dated Darjeeling, the 1st July 1902.

RESOLUTION.

READ—

Resolution No. 2178 Marine, dated 18th September 1893.
Letter No. 2234, dated 17th June 1902, from the Port Officer, Calcutta.

In the Resolution read above the tonnage scale of vessels to be distributed among the various grades of pilots was fixed, the object of this scale being to reserve ships of large tonnage for the more experienced pilots, and also to secure, as far as possible, an average income to each pilot, proportionate to his standing in the service. This scale has now been in force for nearly nine years.

2. In his letter of the 17th June 1902, the Port Officer, Calcutta, brings to the notice of Government that, while the number of vessels of the Branch Pilots' tonnage has increased from 931 in 1894 to 1,771 in 1901, the numbers falling to the three lower grades have decreased. Notwithstanding this falling off in number in the lower grades, the earnings of the Master and Mate Pilots show an increase. This is entirely due to the fact that these junior officers have had to pilot over 25 per cent. of the vessels belonging to the senior class. The vessels in this class are yearly increasing, and the numbers are far in excess of the capabilities of the Branch Pilots. In order to avoid detention to vessels and to ensure a more equable distribution of their number among the members of the Pilot Service, the Lieutenant-Governor considers that the time has arrived to readjust the tonnage of the several grades. Accordingly His Honour has been pleased to decide that the following scale shall be observed until further orders:—

| | | | | |
|----------------------|-----|-----|--------------------------|-------------|
| Branch Pilots | ... | ... | Above | 3,000 tons. |
| Senior Master Pilots | ... | ... | From over 1,600 to 3,000 | " |
| Junior ditto | ... | ... | " " 1,600 to 2,600 | " |
| Mate Pilots | ... | ... | Up to 1,600 | " |

ORDER.—Ordered that a copy of this Resolution be forwarded to the Port Officer, Calcutta, for information and guidance.

Ordered also that a copy of this Resolution be forwarded to the Government of India in the Department of Finance and Commerce for information.

By order of the Lieutenant-Governor of Bengal,

D. B. HORN,

Offg. Secretary to the Govt. of Bengal.

FIRST FORECAST OF THE JUTE CROP IN BENGAL
FOR THE SEASON, 1902.

The following is published for general information.

W. C. MACPHERSON,
Offg. Secy. to the Govt. of Bengal.
The 2nd July 1902.

DEPARTMENT OF LAND RECORDS AND AGRICULTURE, BENGAL.

First forecast of the Jute Crop in Bengal for the Season 1902.

Explanatory.—Returns are received from 26 districts in Bengal, the area under jute in the remaining 21 districts being insignificant. About two-thirds of the crop is grown in Eastern Bengal, principally in Mymensingh, Tippera, Dacca, Pabna, Rajshahi and Bogra, while one-fourth comes from the Rangpur, Dinajpur and Jalpaiguri districts of Northern Bengal. The present forecast contains figures for the area sown, and the probable outturn of the crop, as estimated up to the middle of June.

2. *Character of the season.*—The season has been abnormal and we must go back to 1891 for a record of so heavy a rainfall in April and May. A prolonged drought ended in the middle of March. In April the rainfall was excessive, especially in the Dacca and Chittagong Divisions. In May the fall was almost everywhere in excess, and especially so in the Dacca Division. During these two months the rainfall almost doubled the normal in the Dacca Division and more than did so in Tippera. In South-Eastern Bengal the weather was, therefore, very unfavourable for sowings, and to a less extent this was the case also in North-Eastern Bengal. The heavy rain in May has also retarded weeding.

3. *Area cultivated.*—It is now estimated by District Officers that the normal area under jute is 2,813,200 acres, that 2,262,200 acres were grown last year; and that this season's cultivation extends to 2,107,500 acres. There can be little doubt that the area cultivated in 1901 was underestimated. The imports into Calcutta and Chittagong indicate that the crop approached 76 lakhs of bales. At $3\frac{1}{2}$ bales to the acre, which may be taken as a bumper crop, the area cropped must have been 2,375,000 acres, so that District Officers have underestimated the area by 5 per cent. Assuming the same co-efficient of error in this year's estimate, the area is not likely to fall short of 2,200,000 acres, which is probably 7 per cent. less than in 1901.

The decrease is mainly due to excessive rainfall at the sowing seasons, but is also attributed in some districts to low prices obtained last year.

4. *Character of the crop.*—The prospects of this season's crop are not encouraging. Of the districts which return 50,000 acres and upwards, only two, Dinajpur and the 24 Parganas, estimate a full average crop of 100 per cent. Pabna expects 93 per cent., Rajshahi 85 per cent., and Fursea 82 per cent. Jalpaiguri anticipates a 77 per cent. crop, while the important districts of Mymensingh, Rangpur, and Faridpur with 942,200 acres between them only estimate 75 per cent. Dacca, with 152,000 acres, anticipates only 57·8 per cent., while Tippera, with 235,000 acres, expects only 50 per cent. of a normal crop. The detailed estimates worked out for the Province as a whole give a 75 per cent. crop. It seems to me that the returns from some districts are unduly pessimistic.

This is especially the case in North-Eastern Bengal, where the damage reported seems to be out of all proportion to the excess in rainfall over the normal. Making allowance for the tendency to underestimate, which was so strongly marked last season, I anticipate that an 80 per cent. crop will be reaped, provided that conditions for the remainder of the season are normal. If my estimates of area and outturn are correct, the yield may be expected to reach 52½ lakhs of bales.

5. *Stocks of the previous season's crop in hand.*—District Officers report stocks to be low.

The above estimates of area and outturn are based upon the reports from District Officers, which are published for general information with this forecast.

C. G. H. ALLEN,

*Offg. Director of the Dept. of Land Records
and Agriculture, Bengal.*

DARJEELING,

The 21st June 1902.

APPENDIX I.
First Forecast of the Jute Crop of Bengal, 1902.

| District. | Thaketa. | Total area of the district. | | | | | | | | | | Remarks by the Department of Land Records and Agriculture, Bengal. |
|-------------|-------------|-----------------------------|-----------|-----------|---|-------------------------------------|---|---------------------------------------|--|---|--|--|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |  | 11 | 12 |
| | | | | | Estimated total area under cultivation. | Approximate normal area under jute. | Approximate area sown last year (1901). | Estimated area sown this year (1902). | Taking 100 to represent the normal output, how much represented this year's output (1902)? | Taking 100 to represent the normal output, how much will represent this year's output (1902)? | Whether much, little, or no jute remains in the district from the crop of the year 1901. | Remarks by District Officers. |
| Burdwan | Burdwan | 1,778,000 | 1,778,000 | 1,778,000 | 1,778,000 | 1,778,000 | 11,000 | 11,000 | 100 | 100 | None. | Column 8 has been revised. |
| | Midnapore | 2,300,000 | 2,300,000 | 2,300,000 | 2,300,000 | 2,300,000 | 18,000 | 13,000 | 84 | 91 | Under none. Greatly about 30000. Swabhi very little. Ghatal none. | The normal area has been increased in the Ghatal subdivision by about 100 acres. Some of the cultivators having cultivated this year on lands where sea soddy was destroyed last year for want of timely rain. A slightly decreased output is likely owing to the conditional rain in the Burdwan and Midnapore but in most parts a good crop is expected. |
| | Hooghly | 1,007,000 | 1,007,000 | 1,007,000 | 1,007,000 | 1,007,000 | 13,000 | 13,000 | 98 | 94 | Very little. | The increase in columns 8 and 9 is due to the fact that the jute is more paying and the season more favourable this year. |
| | 24 Parganas | 1,066,000 | 1,066,000 | 1,066,000 | 1,066,000 | 1,066,000 | 20,000 | 20,000 | 113 | 100 | Little jute remains from the crop of the last year. | The figures in columns 8 and 9 have been revised that report for 1901. The decrease in area and in the estimated output is due to untimely and excessive rain. |
| Grand Total | | 1,778,000 | 1,778,000 | 1,778,000 | 1,778,000 | 1,778,000 | 20,000 | 21,000 | 78 | 91 | Little | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|-----------|-------------|-----------------------------|---|-------------------------------------|---|---------------------------------------|---|---|--|---|--|
| Division. | District. | Total area of the district. | Estimated total area under cultivation. | Approximate normal area under jute. | Approximate area sown last year (1901). | Estimated area sown this year (1902). | Making 100 to represent the normal culture, how much represented various last year (100)? | Making 100 to represent the normal culture, how much will represent this year's culture (1902)? | Whether much, little, or no rain remains in the district from the crop of the year 1901. | Remarks by District Officer. | Remarks by the Department of Land Records and Agriculture, Bengal. |
| | Unpublished | Acres. | Acres. | Acres. | Acres. | Acres. | Acres. | Acres. | Little | — | The acre in relation to the probably under the soil. |
| | Assam | 1,575,640 | 1,575,640 | 21,700 | 25,000 | 20,800 | 20,800 | 25 | Little | The final outcome is dependent on the weather in July and August. | The acre in relation to the probably under the soil. |
| | Bihar | 1,180,368 | 870,000 | 30,000 | 34,000 | 11,000 | 70 | 65 | Little | The decrease in the area sown this year is due to excessive early rains. | The acre in relation to the probably under the soil. |
| | Bombay | 1,400,840 | 1,305,100 | 140,100 | 113,300 | 100,000 | 85 | 85 | A certain amount in the cotton crop, in Nagpur practically none. | Reduction of area is due to low price of jute last year, and low percentage of cotton due to rain in crop. | The acre in relation to the probably under the soil. |
| | Dumrey | 1,000,000 | 1,007,000 | 100,000 | 70,000 | 60,000 | 80 | 100 | Very little | Sufficient and reasonable rainfall has induced the sowing of a large area with jute. The crop is thriving well, and promises an average output. | The acre in relation to the probably under the soil. |

| | | | | | | | | | | | |
|--------|---------------------|-----------|-----------|---------|---------|---------|-----|----|---|--|--|
| Bengal | Subdivision | 1,289,000 | 1,275,000 | 68,740 | 80,360 | 68,700 | 77 | 77 | Little jute remaining in the district for home consumption. | Early and frequent rains have prevented successful weeding. | The figures in column 9 are probably an underestimate. |
| | Darjeeling (plains) | 764,900 | 146,000 | 1,300 | 3,000 | 3,500 | 75 | 80 | Little | The increase in the output is expected, owing to early rains. | |
| | Bangor | 2,531,840 | 1,402,700 | 344,806 | 870,800 | 808,900 | 90 | 75 | A little jute remains from last year's crop. | The decrease in area shown this year is due to the low price of jute during the last year. Excessive rainfall during April and May retarded the growth of the jute crop. | |
| | Dogra | 699,700 | 680,000 | 65,000 | 71,000 | 70,000 | 90 | 70 | Very little | Frequent rains proved detrimental to the growth of the plants and suppressed the growth, interfering with the weeding. Hence the fall in area and output. | |
| | Patna | 1,170,000 | 888,800 | 164,800 | 149,850 | 163,000 | 100 | 50 | Little | Jute is more extensively grown in the (Sardar) subdivision than in the Sode. It is reported by the Subdivisional Officer (Sardar), that the cultivation of jute has been retarded by the excessive rainfall. The required quantity of seed has not been received. The area under jute has been reduced. The weeding operations have been retarded and the crop is much damaged. Hence the output is expected to be below the average. The stock of jute may be attributed to the low price ruling during the greater part of the weeding season. | |
| Bihar | Darbhanga | 1,250,460 | 1,313,600 | 171,800 | 165,000 | 137,000 | 105 | 88 | Very little | The decrease in the area shown and in the output is due to the untimely and excessive rainfall, during the weeding season. | |
| | Muzaffargarh | 4,002,450 | 3,486,700 | 606,100 | 546,500 | 506,900 | 106 | 75 | Little | Small output anticipated, owing to excessive rain. | |
| | Faridkot | 1,430,340 | 1,118,800 | 100,400 | 105,000 | 113,000 | 100 | 75 | Ahead of the last year's output, produce is estimated to be in stock. | The increase in area is due to early rain this year, but the output will be poor owing to excessive rain during the growth season. | |
| | Bahadurganj | 1,530,200 | 1,401,000 | 10,000 | 10,000 | 10,000 | 100 | 80 | Little | The output is expected to be much below the normal this year, owing to excessive rainfall at the sowing season. | |

[illegible]

[illegible]

WEATHER AND CROP REPORT.

For the week ending the 7th July 1902.

Burdwan.—Rainfall at Sadar 3·34, Kalua 0·25, Katwa 0·65, Raniganj 2·64. Weather cool and cloudy with showers. Ploughing and sowing continue. Fodder and water sufficient. Condition of cattle good. Common rice sells at 12 seers per rupee.

Birbhum.—Rainfall at Sadar 4·27, Rampur Hat 4·92. The rain has done considerable good. Transplanting paddy going on. Sugarcane promising. Common rice sells at Sadar at 12 seers per rupee. Fodder sufficient.

Bankura.—Rainfall at Sadar ·90, Vishnupur 1·80. Weather cloudy. More rain is wanted for transplantation of paddy. Sugarcane is growing well. Fodder and water sufficient. Common rice sells at 13 seers per rupee.

Midnapore.—Rainfall at Sadar 1·73, Contai 5·14, Tamluk 5·40, Ghatal 4·00. More rain wanted for paddy in thanas Binpur and Garhbata. Weather seasonable. Fodder and water sufficient. Cattle-disease reported from thana Debra. Common rice sells as follows:—

| | | | Srs. ch. | |
|--------|-----|-----|----------|--------------|
| Sadar | ... | ... | 12 8 | } per rupee. |
| Contai | ... | ... | 12 0 | |
| Tamluk | ... | ... | 11 12 | |
| Ghatal | ... | ... | 12 4 | |

Hooghly.—Rainfall at Sadar 1·17, Serampore 2·32, Arambagh 1·87. Weeding of *aus*, sugarcane and jute progressing. Rain wanted. Fodder and water sufficient. Price of common rice stationary.

Howrah.—Rainfall at Sadar 3·97, Ulbaria 3·61. Fall general. It has done much good to the paddy seedlings and other crops. Weather comparatively cooler than in the previous weeks. Fodder and water sufficient. No cattle-disease. Common rice sells at Sadar at 10½ and at Ulbaria at 11 seers per rupee.

24-Parganna.—Rainfall at Sadar 5·18, Barasat 1·43, Basirhat 3·75, Diamond Harbour 3·80. Strong monsoon weather. State and prospect of standing crops good, but more rain is wanted at Barasat. Transplantation of *aman* is going on and the weeding of *aus* is almost over. Common rice sells at 12 seers per rupee. Condition of cattle good. Supply of fodder and water sufficient.

Nadia.—Rainfall at Sadar 2·23, Ranaghat 0·67, Chuadanga 3·05, Meherpur ·66, Kushtia 5·32. Weather showery. More rain required. No cattle-disease reported. Fodder and drinking water sufficient. Common rice sells as follows:—

| | | | Srs. ch. | |
|-----------|-----|-----|----------|--------------|
| Sadar | ... | ... | 11 0 | } per rupee. |
| Ranaghat | ... | ... | 11 0 | |
| Chuadanga | ... | ... | 11 4 | |
| Meherpur | ... | ... | 10 11 | |
| Kushtia | ... | ... | 11 4 | |

Murshidabad.—Rainfall at Sadar 3·49, Kandi 1·21, Jangipur 0·78, Lalbagh 0·22. Weather seasonable. *Bhadai* in Jangipur being harvested. *Haimanti* seedlings doing well. Prospect of sugarcane and jute good. More rain wanted for *aus* paddy. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

| | | | Srs. ch. | |
|----------|-----|-----|----------|--------------|
| Sadar | ... | ... | 10 12 | } per rupee. |
| Kandi | ... | ... | 12 0 | |
| Jangipur | ... | ... | 12 0 | |
| Lalbagh | ... | ... | 11 0 | |

Jaessore.—Rainfall at Sadar 4·14, Jhenida 4·21, Magura 2·34, Narail 3·91, Bangaon 2·47. Weather seasonable. Prospects of crops fair to good. Fodder and water sufficient. Cattle-disease reported from Sadar and Narail. Common rice sells at 13 seers per rupee.

Khulna.—Rainfall at Sadar 4·53, Bagerhat 7·53, Satkhira 3·73. Weather hot and cloudy. Cultivation and sowing of *aman* going on. State of crops continues favourable. Fodder and water sufficient. Cattle-disease reported from thana Mollahat. Common rice sells as follows:—

| | | | Srs. ch. | |
|----------|-----|-----|----------|--------------|
| Sadar | ... | ... | 11 12 | } per rupee. |
| Bagerhat | ... | ... | 12 0 | |
| Satkhira | ... | ... | 10 8 | |

Rajshahi.—Rainfall at Sadar 3·87, Nator 6·21, Naugaon 4·51. Transplantation of winter paddy in progress. Prospects of standing crops good. Sporadic cases of cattle-disease reported from Nator and Naugaon. Common rice sells at 11 seers per rupee.

Dinajpur.—Rainfall at Sadar 7·36. Fall in the district general, varying from 9·23 to 2·20. Weather seasonable. Standing crops good. Transplantation of winter rice progressing. No cattle-disease. Fodder and drinking-water plentiful. Rice selling at 12 seers per rupee.

Jaipalguri.—Rainfall at Sadar 9·64. Weather rainy and cloudy. Condition of *bhadoi* paddy and jute not good owing to excessive rain. Transplantation of *haimanti* paddy commenced. Fodder and water sufficient. Common rice sells at 11 seers per rupee.

Darjeeling.—Rainfall at Sadar 6·00, Kurseong 6·25, Siliguri 3·09. Weather seasonable. *Hills*—Potato being harvested. *Haimanti dhan* being cultivated. Maize, *chota maruti* and *bhadoi dhan* doing well. *Tera*—Land being ploughed for *haimanti* paddy. Sowing for seedlings nearly finished. Coarse rice sells as follows:—

| | | | | Srs. ch. | |
|------|-----|-----|-----|----------|--------------|
| Hill | ... | ... | ... | 8 0 | } per rupee. |
| Tera | ... | ... | ... | 12 0 | |

Maize sells at 16 seers per rupee.

Rangpur.—Rainfall at Sadar 4·76. Fall general. Weather seasonable. Transplantation of *aman* and cutting of jute going on. Prospects of jute and *aus* not favourable at Gaibanda. Fodder and water sufficient. Common rice sells at Sadar at 11 seers per rupee.

Bogra.—Rainfall at Sadar 7·59. Fall general. Weather hot and cloudy. Lands are being prepared for winter rice. Transplantation commenced in places. Prospects good. Fodder and water sufficient. Common rice sells at 11 seers 4 chitaks per rupee.

Pabna.—Rainfall at Sadar 1·76, Sirajganj 4·22. Fall general. Weather rainy and hot. Weeding of paddy and jute continues. *Til* and *kaon* are being harvested. Outturn poor owing to excessive rainfall. Prospects of standing crops fair. *Rai*ne damaged jute in places. Fodder and water sufficient. No cattle-disease. Common rice sells at 10 seers per rupee.

Dacca.—Rainfall at Sadar 5·55, Manikganj 4·01, Munshiganj 8·03, Narayanganj 6·99. Weather seasonable. Prospects of crops fair. Fodder available. No cattle-disease. Common rice sells at 11 seers per rupee.

Mymensingh.—Rainfall at Sadar 4·74. Fall general. Weather seasonable. Transplantation of winter rice commenced. *Aus* and jute have suffered owing to heavy rain. Fodder and water sufficient. No cattle-disease. Common rice sells as follows:—

| | | | | Srs. ch. | |
|------------|-----|-----|-----|----------|--------------|
| Sadar | ... | ... | ... | 10 0 | } per rupee. |
| Kishorganj | ... | ... | ... | 11 12 | |
| Jamalpur | ... | ... | ... | 11 0 | |
| Netrokona | ... | ... | ... | 11 3 | |
| Tangail | ... | ... | ... | 10 0 | |

Faridpur.—Rainfall at Sadar 3·28, Goalundo 5·29, Madaripur 2·68. Weather cloudy and hot. Prospects of crops still uncertain. Fodder sufficient. No cattle-disease. Common rice sells at 11½ seers per rupee.

Backergunge.—Rainfall at Sadar 8·93, Pirojpur 5·20, Patuakhali 7·01, Bhola 4·88. Weather cloudy. Transplanting of *aman* progressing. Prospects dull. Fodder sufficient. Cattle-disease reported from Matbari thana. Common rice sells at 10 seers per rupee.

Tippera.—Rainfall at Sadar 1·80, Brahmanbaria 6·80, Chandpur 5·87. Weather seasonable. Prospects of standing crops good at Brahmanbaria, but not so at Sadar. Sowing of *aman* going on. Fodder and water sufficient. Average price of common rice 11 seers 6 chitaks per rupee.

Noakhali.—Rainfall at Sadar 8·52, Feni 7·77. Fall general. Weather seasonable. Transplantation of *aman* not commenced. Prospects fair. Fodder and water sufficient. Cattle-disease in three thanas. Common rice sells at Sadar at 10 seers and at Feni at 12 seers per rupee.

Chittagong.—Rainfall at Sadar 6·09, Cox's Bazar 14·01. Ploughing for *aman* crops going on. *Aus dhan* is being transplanted. Cattle-disease prevalent in parts of the district. Fodder and water sufficient. Common rice sells at 12½ seers per rupee.

Chittagong Hill Tracts.—Rainfall at Sadar 7·47. Fall general. Weather very wet but improving. *Jum* crops good. Land being prepared for winter rice crop. No cattle-disease. Common rice selling at 11 seers per rupee.

Patna.—Rainfall at Sadar 1.28, Barh 5.38, Bihar 0.54, Dinapur 0.38, Hilsa 0.40, Bikram 0.35. Weather cloudy and hot. Preparation of land for sowing continues. Prolonged drought has done considerable damage to *bhadosi* crops and sugarcane. No cattle-disease. Fodder and water scarce in Bihar subdivision. Common rice sells as follows:—

| | | | | Sra. ch. | |
|----------|-----|-----|-----|----------|--------------|
| Patna | ... | ... | ... | 11 0 | } per rupee. |
| Barh | ... | ... | ... | 11 8 | |
| Bihar | ... | ... | ... | 10 0 | |
| Dinapore | ... | ... | ... | 11 0 | |

Gaya.—Rainfall at Sadar 0.80, Aurangabad 2.61, Nawadah 2.55. Weather hot and cloudy. Transplanting of *marua* commenced. Lands being prepared for sowing *bhadosi* and paddy. Rain badly wanted in some parts. No cattle-disease. Fodder and water for cattle sufficient. Average price of common rice = 10 seers 14 chitaks per rupee.

Shahabad.—Rainfall at Sadar 3.04, Bazar 2.58, Bhabhua 2.02, Sasaram 3.06, Dehri 5.18. Weather hot and cloudy with east wind. The rain has been useful for sowing of *bhadosi* and paddy. More rain wanted. Sugarcane good. Fodder and water sufficient. Rice sells at 11 seers per rupee at Sadar.

Saran.—Rainfall at Sadar 1.17, Siwan 2.62, Gopalganj 5.18. Weather cloudy and rainy. Rain has done much good to the standing crops. Sowing of *bhadosi* continues. No cattle-disease. Water and fodder sufficient. Common rice sells at 11 seers per rupee.

Champanan.—Rainfall at Sadar 3.21, Bettiah 5.25. Fall general. Weather hot and cloudy. Prospects of standing crops greatly improved by the rain. Rice being sown and transplanted. Cattle-disease reported. Fodder and water sufficient. Common rice sells at 12½ seers and maize 2½ seers per rupee.

Muzaffarpur.—Rainfall at Sadar .80, Hajipur .56, Sitamarhi 2.80. Weather cloudy and rain occasionally. Rainfall general. Sowing of paddy and *bhadosi* crops going on. More rain wanted. Fodder and water sufficient. A few cases of cattle-disease still in Sitamarhi subdivision. Prices are—Common rice 11½ seers and maize 19 seers a rupee.

Darbhanga.—Rainfall at Sadar 1.28, Samastipur 3.02, Madhubani 1.19. More rain is required for transplantation of paddy seedlings. Fodder and water sufficient. Cattle-disease is reported from village Deodha. Common rice sells as follows:—

| | | | | Sra. ch. | |
|------------|-----|-----|-----|----------|--------------|
| Sadar | ... | ... | ... | 11 4 | } per rupee. |
| Samastipur | ... | ... | ... | 12 0 | |
| Madhubani | ... | ... | ... | 11 11 | |

Monghyr.—Rainfall at Sadar 1.57, Begusarai 0.81, Jamui 1.14. Weather very hot and cloudy; subsequently rainy. *Bhadosi* and paddy sowing going on. Recent rain has benefited the crops. More rain still needed for *bhadosi* and to prevent water scarcity in Begusarai subdivision. Sugarcane promising. Cattle-disease reported from Begusarai thana. Fodder sufficient. Water plenty in Sadar and Jamui subdivisions. Common rice sells at Sadar at 11 seers 3 chitaks and at subdivisions at 11 seers per rupee.

Bhagalpur.—Rainfall at Sadar 1.75, Banka 1.40, Madhipura 0.15, Supaul 0.10. Weather cloudy. Transplantation of *bhadosi* and *aghani* paddy going on. Prospects fair. Recent rainfall did immense good to the standing crops. More rain wanted. Fodder and water sufficient. Cattle-disease reported from Banka and Supaul. Common rice sells as follows:—

| | | | | Sra. ch. | |
|-----------|-----|-----|-----|----------|--------------|
| Sadar | ... | ... | ... | 12 0 | } per rupee. |
| Banka | ... | ... | ... | 11 4 | |
| Madhipura | ... | ... | ... | 13 0 | |
| Supaul | ... | ... | ... | 15 8 | |

Patna.—Rainfall at Sadar 1.74, Kishanganj 5.50, Araria 2.75. Fall general, but scanty in the Sadar, where want of rain has almost stopped agricultural works. Weather variable. Transplantation of winter rice going on in subdivisions. A few cases of cattle-disease reported from Araria. Fodder and water sufficient. Common rice sells at Sadar and Kishanganj at 11 seers and at Araria at 11½ seers per rupee.

Malda.—Rainfall at Sadar 1.33, Chanchal 2.60. Weather hot with occasional rains. Recent rain has improved the prospects of *bhadosi*. More rain wanted for transplanting of winter rice. No cattle-disease. Fodder and water available. Common rice sells at 11 seers per rupee.

Southal Parganas.—Rainfall at Sadar 3.98, Deoghur 3.53, Godda 4.23, Jamtara 0.32, Pakaur 1.81, Rajmahal 3.46. Fall general. Weather hot and showery. The rain has done immense good to paddy seedlings and Indian-corn. Sugarcane thriving; normal area under *wakei*. Grazing improved. Price of common rice at Sadar 12 seers per rupee.

Cuttack.—Rainfall at Sadar 2·63. Fall general, in most parts exceeding the fall at Sadar. Weather monsoonish. *Boali* and *sarad* growing well. *Boali* being weeded at places. Prospects fair. No cattle-disease. Fodder and water sufficient. Common rice sells at 13 seers 2 chitaks at Sadar.

Balasore.—Rainfall at Sadar 5·50. Fall general. Paddy plants with sugarcane doing well. Rice sells at 13 and 15 seers per rupee at Sadar and Bhadrak respectively. *Rabi* in flowers and pods. No cattle-disease reported. Fodder and water ample.

Angul.—Rainfall at Sadar 1·03, Bissipara ·87. Weather rainy and windy. Fall general. Prospect of crop improved by the rain. Sowing of *bhadri* and *sarad* crops nearly completed. Seeds germinating well. Fodder and water obtainable. Cattle-disease not reported this week. Common rice sells at 12 and 15 seers respectively at Sadar and interior.

Puri.—Rainfall at Sadar 3·60. Weather cloudy. Rainfall general throughout the district and favourable to the growth of winter rice and *bhadri* paddy. Sugarcane doing well. Fodder and water supply sufficient. Common rice sells at 13 seers 12 chitaks per rupee.

Basariabagh.—Rainfall at Sadar 1·48, Giridih 3·04. Weather cloudy. Rain wanted. Ploughing and sowing in progress. Fodder sufficient. Water scarce. Common rice sells at 11½ seers per rupee.

Ranchi.—Rainfall 4·53. Fall general. Weather cloudy. Prospects improved by recent rains. Cattle-disease reported from Ranchi, Silli and Tamar thanas. Fodder and water available. Common rice selling at 12½ seers per rupee.

Palamau.—Rainfall 2·78. Weather cloudy. A good rain all over the district much improved the condition of crops and fodder. *Bhadri* sowings in full swing. Cattle-disease in two thanas. Prices at Sadar—Rice 10 seers 2 chitaks and *makai* 14 seers per rupee.

Manbhum.—Rainfall at Sadar 4·70, Gobindpur 2·21. Fall general except in thanas Katras and Niraha. Weather seasonable. Prospects of crops materially improved by recent rain. Fodder and water sufficient. Cattle-disease reported from Katras. Price of common rice at Sadar 12 and at Gobindpur 11 seers per rupee. Supply sufficient.

Singhbhum.—Rainfall at Sadar 3·30. Weather seasonable. Transplantation of paddy and rearing of *lasar* commenced. Average price of rice 13 seers in the district; at Chaibassa 12 seers per rupee.

General Summary.—Rainfall during the week was general and for the most part heavy. Excessive rain has been unfavourable to the prospects of crops at places in North and East Bengal. Recent rain has improved the prospects in Bihar, but more rain is still wanted at several places there, and also in the Burdwan and Presidency Divisions. Transplantation of winter rice in progress. Sugarcane, early rice and jute generally doing well. Cattle-disease reported from 16 districts. Fodder and water generally sufficient. The price of common rice has risen in 11 districts, fallen in 10, and is stationary in the rest.

By order of the Lieutenant-Governor of Bengal,

W. C. MACPHERSON,

Offg. Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,

The 3th July 1902.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-

| Number. | DISTRICTS. | QUANTITIES PER RUPEE IN | | | | | | | | | | | |
|----------------------|-----------------|-------------------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|---------------------------------------|------------------------|------------------------------------|
| | | WHEAT. | | | BARLEY. | | | RICE, COMMON. | | | JOWAR OR CRULUM (Sorghum Vulgare). | | |
| | | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| | BENGAL. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. |
| BROADWAY DIVISION. | 1. Burdwan | 13 0 | 12 8 | 12 8 | ... | ... | ... | 11 12 | 11 12 | 12 0 | ... | ... | ... |
| | 2. Howrah | 12 12 | 12 0 | 12 0 | ... | ... | ... | 12 0 | 12 0 | 11 4 | ... | ... | ... |
| | 3. Bankura | 12 0 | 12 0 | 10 8 | ... | ... | ... | 13 12 | 14 8 | 14 4 | ... | ... | ... |
| | 4. Midnapore | 12 0 | 12 4 | 10 8 | ... | ... | ... | 12 8 | 12 8 | 11 4 | ... | ... | ... |
| | 5. Jinnahly | 10 0 | 10 0 | 10 0 | ... | ... | ... | 10 0 | 10 0 | 9 8 | ... | ... | ... |
| | 6. Howrah | ... | ... | ... | ... | ... | ... | 10 8 | 10 8 | 10 8 | ... | ... | ... |
| PRESIDENCY DIVISION. | 7. 24 Parganas | ... | ... | ... | ... | ... | ... | 10 0 | 10 4 | 9 12 | ... | ... | ... |
| | 8. Chittagong | 10 0 | 10 0 | 10 10 | 11 4 | 14 8 | 14 8 | 10 0 | 10 0 | 9 10 | 13 5 | 13 14 | 13 0 |
| | 9. Noakhali | 14 0 | 13 14 | 14 0 | 20 0 | 20 0 | 17 12 | 11 6 | 11 6 | 11 0 | ... | ... | ... |
| | 10. Moulvibazar | 15 0 | 15 0 | 13 0 | 20 0 | 21 0 | 20 0 | 11 8 | 11 0 | 12 0 | ... | ... | ... |
| | 11. Comilla | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 12 12 | 12 12 | 12 8 | ... | ... | ... |
| | 12. Khulna | ... | ... | ... | ... | ... | ... | 11 10 | 12 0 | 10 8 | ... | ... | ... |
| RAJSHAH DIVISION. | 13. Kishoreganj | 10 8 | 15 12 | 14 4 | 21 0 | 23 4 | 21 0 | 10 11 | 10 8 | 10 14 | ... | ... | ... |
| | 14. Dinajpur | 12 0 | 12 10 | 13 0 | ... | ... | 10 0 | 11 8 | 12 0 | 10 12 | ... | ... | ... |
| | 15. Jalpaiguri | 11 0 | 11 0 | 10 0 | ... | ... | ... | 10 12 | 11 8 | 11 0 | ... | ... | ... |
| | 16. Dakshin | ... | ... | ... | ... | ... | ... | 10 0 | 10 0 | 9 0 | ... | ... | ... |
| | 17. Rangpur | 10 8 | 10 8 | 9 0 | ... | ... | ... | 11 0 | 11 0 | 10 0 | ... | ... | ... |
| | 18. Bogra | 10 8 | 10 8 | 10 8 | ... | ... | ... | 11 4 | 11 4 | 10 8 | ... | ... | ... |
| Dacca Division. | 19. Pabna | 15 12 | 15 12 | 13 8 | 25 4 | 26 4 | 22 8 | 10 8 | 10 8 | 10 8 | ... | ... | ... |
| | 20. Dacca | 12 8 | 12 8 | 12 0 | 18 0 | 16 0 | 16 0 | 11 0 | 11 0 | 9 4 | ... | ... | ... |
| | 21. Mymensingh | 12 0 | 12 0 | 9 8 | 13 0 | 13 0 | 11 0 | 11 0 | 11 0 | 10 0 | ... | ... | ... |
| | 22. Faridpur | 13 0 | 15 0 | 11 7 | 22 0 | 20 0 | 14 0 | 9 8 | 10 10 | 10 8 | ... | ... | ... |
| | 23. Madhupur | ... | ... | ... | ... | ... | ... | 10 8 | 11 0 | 9 0 | ... | ... | ... |

- A. In the subdivisions the retail prices of salt per rupee are—Kutwa 11 seers 13 chittaks; Kutwa 11 seers 12 chittaks; Rajshahi 10½ seers.
- B. At Rajshahi the retail price of salt is 11½ seers per rupee.
- C. At Varendra the retail price of salt is 11½ seers per rupee.
- D. In the subdivisions the retail prices of salt per rupee are—Contai 10 seers; Tanak 11 seers; Ghata 11 seers 7 chittaks.
- E. In the subdivisions the retail prices of salt per rupee are—Serampore 10½ seers; Arambagh 10 seers 10 chittaks.
- F. At Chittagong the retail price of salt is 10 seers 10½ chittaks per rupee.
- G. In the parts in the interior of the district the retail prices of salt per rupee are—Chattia 10 seers 10 chittaks; Baranant 11 seers; Baduria 11 seers; Moraghat 10 seers 10½ chittaks.
- H. In the subdivisions the retail prices of salt per rupee are—Kuchit 10½ seers; Chundanga 11 seers (range); Maherpur 10 seers 10 chittaks (Kuchit); Kanchhat 11 seers 4 chittaks (unshed).
- I. In the subdivisions the retail prices of salt per rupee are—Kachhat 10 seers; Kandi return not received; Jangipar return not received.

| DHAKA, KADALAW, BUNAGA, MYETHEUM. | | | INDIAN-CORN OR MAIZE (Zea mays.) | | | ARHAR OR VETCH CADJAS PEA. (Cajanus cajan.) | | |
|-----------------------------------|---|-------------|----------------------------------|---------------------------|---------------------------------------|---|---------------------------|---------------------------------------|
| Next preceding re- turn. | Corresponding re- turn of last year. | | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| S. Ch. S. Ch. | S. Ch. S. Ch. | | S. Ch. S. Ch. | S. Ch. S. Ch. | | S. Ch. S. Ch. | S. Ch. S. Ch. | |
| 15 12 13 4 | ... | ... | ... | ... | ... | 11 4 11 4 | 9 12 | |
| 15 0 13 0 | ... | ... | ... | ... | ... | 15 12 15 0 | 8 0 | |
| 15 0 12 8 | ... | ... | ... | ... | ... | 12 0 12 0 | 10 0 | |
| 14 0 12 0 | ... | ... | ... | ... | ... | 15 0 16 0 | 8 0 | |
| 12 0 12 0 | ... | ... | ... | ... | ... | 8 0 8 0 | 7 8 | |
| 14 0 14 8 | ... | ... | ... | ... | ... | 11 0 11 0 | 8 8 | |
| 13 8 12 5 | ... | ... | ... | ... | ... | 11 0 12 0 | 10 0 | |
| 13 5 13 5 | ... | 12 4 12 4 | ... | ... | ... | 9 0 10 0 | 10 0 | |
| 20 0 14 0 | ... | ... | ... | ... | ... | 11 14 11 0 | 8 14 | |
| 13 0 13 4 | ... | ... | ... | ... | ... | 12 0 12 0 | 9 0 | |
| ... | 11 0 | ... | ... | ... | ... | ... | 10 0 | |
| 9 0 9 8 | ... | ... | ... | ... | ... | 8 0 9 0 | 8 0 | |
| 20 4 15 0 | ... | ... | ... | ... | ... | 12 12 12 12 | 15 0 | |
| 15 0 13 0 | ... | ... | ... | ... | ... | 11 4 10 13 | 8 0 | |
| 14 0 12 0 | ... | ... | ... | ... | ... | 11 0 12 0 | 9 8 | |
| 11 0 10 0 | 15 0 14 0 20 0 | 7 0 6 8 6 8 | ... | ... | ... | ... | ... | |
| 10 0 11 0 | 12 0 12 0 12 0 | 9 0 9 0 7 0 | ... | ... | ... | ... | ... | |
| 12 0 12 0 | ... | ... | ... | ... | ... | 13 8 13 8 | 10 8 | |
| 15 0 11 10 | ... | ... | ... | ... | ... | 9 12 9 12 | 7 8 | |
| 12 5 11 0 | ... | ... | ... | ... | ... | 9 14 10 0 | 9 8 | |
| 13 0 11 0 | ... | ... | ... | ... | ... | 8 8 8 8 | 8 0 | |
| 17 0 13 0 | ... | ... | ... | ... | ... | 13 0 13 0 | 10 10 | |
| 11 0 | ... | ... | ... | ... | ... | ... | ... | |

MAKERS OF 80 TOLARS.

[illegible]

SUPPLEMENT TO THE CALCUTTA GAZETTE, JULY 9, 1902.

quarters Station Basars of the Districts of Bengal on the 30th June 1902.

| SALT. | | | WHOLESALE PRICES PER MAUND OF 40 SEERS. | | | AVERAGE WAGES PER MONTH. | | | | | | | | | | | | DISTRICTS. | Number. |
|-----------------|------------------------|------------------------------------|---|------------------------|------------------------------------|--|------------------------|------------------------------------|-----------------|-------------------------|------------------------------------|-----------------|------------------------|---|-----------------|------------------------|------------------------------------|------------|---------|
| | | | SALT. | | | UNSKILLED LABOUR— ABLE-BODIED AGRICULTURAL LABOURERS. | | | | SKILL OR HOURS— MEN. | | | | SKILLED LABOUR— COMMON MASON, CARPENTER OR BLACKSMITH. | | | | | |
| Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | | |
| S. Ch. | S. Ch. | S. Ch. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | Rs. a. | | |
| A | 11 8 | 10 8 | 10 8 | 8 8 | 8 8 | 8 8 | 7 8 | 7 8 | 7 8 | 7 8 | 7 8 | 7 8 | 7 8 | 7 8 | 7 8 | 7 8 | 7 8 | | |
| B | 10 8 | 10 8 | 10 8 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | | |
| C | 11 0 | 11 0 | 10 8 | 8 12 | 8 12 | 8 12 | 8 10 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | | |
| D | 10 8 | 10 8 | 10 4 | 8 7 | 8 7 | 8 11 | 8 8 | 8 8 | 8 8 | 7 8 | 7 8 | 7 8 | 7 8 | 7 8 | 7 8 | 7 8 | 7 8 | | |
| E | 10 8 | 10 8 | 10 0 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | | |
| F | 10 8 | 10 8 | 10 8 | 8 12 | 8 12 | 8 12 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | | |
| G | 10 10 | 10 10 | Panga. | 8 7 | 8 8 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | | |
| H | 11 0 | 11 0 | Panga. | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | 8 8 | | |
| I | 12 4 | 12 1 | 11 0 | 8 4 | 8 5 | 8 6 | 8 6 | 8 6 | 8 6 | 7 8 | 7 8 | 7 8 | 7 8 | 7 8 | 7 8 | 7 8 | 7 8 | | |
| J | 10 0 | 10 0 | Panga. | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | | |
| K | 10 0 | 10 0 | 10 0 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | | |
| L | 10 8 | 9 2 | 8 12 | 8 13 | 8 13 | 8 13 | 8 13 | 8 13 | 8 13 | 8 13 | 8 13 | 8 13 | 8 13 | 8 13 | 8 13 | 8 13 | 8 13 | | |
| M | 10 8 | 10 8 | Panga. | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | | |
| N | 10 0 | 10 0 | 9 6 | 8 10 | 8 11 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | | |
| O | 8 8 | 8 8 | Rora. | 8 9 | 8 11 | 8 11 | 7 0 | 7 0 | 7 0 | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 | 8 0 | | |
| P | 8 0 | 8 0 | Panga. | 8 10 | 8 10 | 8 11 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | 10 0 | | |
| Q | 10 8 | 10 8 | Panga. | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | | |
| R | 10 8 | 10 8 | Panga. | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | | |
| S | 10 0 | 10 0 | Panga. | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | 8 14 | | |
| T | 10 10 | 10 10 | 10 0 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | | |
| U | 10 0 | 10 0 | 10 0 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | 8 10 | | |

- J. In the subdivisions the retail prices of salt per rupee are—Jhenida 10 seers; Magura 9½ seers; Narail 11 seers; Rangpur 10 seers; 10 chittaks.
- K. In the subdivisions the retail prices of salt per rupee are—Bhaghat 10 seers; Bakhtia 11 seers.
- L. In the subdivisions the retail prices of salt per rupee are—Natar 10 seers 8 chittaks; Nandgaon 9½ seers.
- M. No report from subdivision.
- N. At Alipur there the retail price of salt is 8 seers per rupee.
- O. The retail price of salt (panga) at Kureong is 8 seers per rupee; Siliguri return not received.
- P. In the subdivisions the retail prices of salt per rupee are—Galsanda 10 seers; Kurigram 8 seers; Nilphamari 10 seers.
- Q. At Birganj the retail price of salt is 11 seers 10 chittaks per rupee.
- R. In the districts in the interior of the district the retail prices of salt per rupee are—Madangai 11 seers 6 chittaks; Manikga 9 seers; Mirakunda 11 seers 6 chittaks.
- S. In the subdivisions the retail prices of salt per rupee are—Kishoreganj 10 seers; Jamalpur 10 seers; Tangail 8 seers; Netrokona 10 seers.
- T. In the subdivisions the retail prices of salt per rupee are—Gosalundo 10 seers; Medinipur 10½ seers (crushed).
- U. In the subdivisions the retail prices of salt per rupee are—Firozpur 10 seers; Patuakhali 6 seers; Khola 9½ seers.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-quarters

| | | QUANTITIES PER RUPEE, IN | | | | | | | | | | | |
|--|--------------------|--------------------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|--------------------|------------------------|------------------------------------|-------------------------------------|--------------------------|------------------------------------|
| | | WHEAT. | | | BARLEY. | | | RICE, COMMON. | | | JOWAR OR CHOLCHA (Sorghum Vulgare). | | |
| Number. | DISTRICTS. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| | | H. Ch. | S. Ch. | S. Ch. | H. Ch. | S. Ch. | S. Ch. | H. Ch. | S. Ch. | S. Ch. | H. Ch. | S. Ch. | S. Ch. |
| BENGAL—continued. | | | | | | | | | | | | | |
| CHITTAGONG DIVISION. | 24 Tipteta | ... | ... | ... | ... | ... | ... | 11 0 | 10 8 | 8 14 | ... | ... | ... |
| | 25 Nonchal | ... | ... | ... | ... | ... | ... | 10 0 | 11 0 | 9 8 | ... | ... | ... |
| | 26 Chittagong | ... | ... | ... | ... | ... | ... | 12 12 | 12 8 | 11 8 | ... | ... | ... |
| DHAKA. | | | | | | | | | | | | | |
| PATNA DIVISION. | 27 Patna | 14 0 | 13 4 | 13 0 | 19 0 | 19 0 | 17 0 | 11 0 | 10 8 | 12 4 | White 16 0 Ratan 20 0 | White 14 0 Ratan 21 0 | 17 0 |
| | 28 Gaya | 13 8 | 13 8 | 12 8 | 16 0 | 17 8 | 16 8 | 11 0 | 11 0 | 11 4 | 18 8 | 18 0 | 14 8 |
| | 29 Shahabad | 13 0 | 12 8 | 12 0 | 16 0 | 19 0 | 15 0 | 11 0 | 11 8 | 10 0 | ... | ... | ... |
| | 30 Saran | 14 0 | 14 0 | 12 0 | 20 0 | 19 8 | 17 8 | 11 8 | 11 8 | 11 0 | ... | 20 0 | ... |
| | 31 Chhapra | 13 8 | 13 0 to 14 0 | 13 0 to 22 0 24 0 | 22 0 | 21 0 | 12 8 | 12 8 | 12 8 | 12 0 | ... | ... | ... |
| | 32 Mungerpur | 14 0 | 13 0 | 12 0 | 18 0 | 20 0 | 18 0 | 11 8 | 12 0 | 11 0 | ... | ... | ... |
| BRADLI DIVISION. | 33 Darbhanga | 13 8 | 13 8 | 12 16 | 18 11 | 19 12 | 22 0 | 11 4 | 11 4 | 13 8 | ... | ... | ... |
| | 34 Muz. byr | 15 8 | 14 11 | 18 10 | 17 13 | 18 14 | 19 16 | 10 8 | 10 12 | 11 8 | ... | ... | ... |
| | 35 Bhagalpur | 13 14 | 14 0 | 13 12 | 19 0 | 20 0 | 20 0 | 12 0 | 12 10 | 12 10 | ... | ... | ... |
| | 36 Patna | 12 0 | 12 0 | 18 0 | ... | ... | ... | 11 0 | 11 0 | 12 0 | ... | ... | ... |
| | 37 Mithila | 16 0 | 17 0 | 13 0 | ... | ... | ... | 11 8 | 11 0 | 10 0 | ... | ... | ... |
| | 38 Nonthal (large) | 10 8 | 10 8 | 10 0 | 16 0 | 16 0 | 16 0 | 13 0 | 12 0 | 12 0 | ... | ... | ... |
| ORISSA. | | | | | | | | | | | | | |
| CUTTACK DIVISION. | 39 Cuttack | 13 2 | 13 2 | 10 8 | ... | ... | ... | 12 7 | 12 7 | 12 7 | ... | ... | ... |
| | 40 Balasore | 14 0 | 15 0 | 11 0 | ... | ... | 11 8 | 12 8 to 13 0 | 12 12 to 13 0 | 11 8 | ... | ... | ... |
| | 41 Angul | ... | ... | ... | ... | ... | ... | 12 0 | 12 0 | ... | ... | ... | ... |
| | 42 Puri | 11 0 | 11 0 | 10 8 | ... | ... | ... | 13 12 | 13 2 | 13 2 | ... | ... | ... |
| CHOTA NAAGPUR. | | | | | | | | | | | | | |
| CHOTA NAAGPUR DIVISION. | 43 Harnabhab | 11 0 | 10 12 | 10 0 | 15 0 | 15 0 | 15 0 | 11 8 | 11 12 | 10 12 | ... | ... | ... |
| | 44 Ranchi | 7 4 to 10 0 | 7 4 to 9 0 | 8 0 to 10 4 | 14 0 | 16 0 | 14 0 | 13 8 | 13 12 | 13 0 | ... | ... | ... |
| | 45 Palamu | 10 2 | 10 2 | 10 2 | 14 1 | 14 1 | 12 15 | 10 2 | 9 15 | 10 2 | ... | ... | ... |
| | 46 Manbhum | 11 8 | 12 0 | 11 0 | 16 0 | 20 0 | 16 0 | 12 0 | 12 8 | 11 0 | 22 0 | 14 0 | 18 0 |
| | 47 Singhbhum | 11 0 | 11 0 | 10 0 | ... | ... | ... | 13 8 | 14 0 | 14 0 | ... | ... | ... |
| In the sub-stations the retail prices of salt per rupee are—Chandpur 8 ... | | | | | | | | | | | | | |

- V. In the subdivisions the retail prices of salt per rupee are—Chandpur 8 seers; Nishamantaria 10 seers.
W. At Pond the retail price of salt is 8 seers per rupee.
X. Return from Cuttack's Bazar not received.
Y. In the subdivisions the retail prices of salt per rupee are—Barh 11 seers; Dinapore 10 seers; Jhark 10 seers.
Z. In the subdivisions the retail prices of salt per rupee are—Jatunabad 10 seers; Nawada 10 seers; Aurangabad 10 seers.
a. In the subdivisions the retail prices of salt per rupee are—Buxar 11 seers; Bhuban 10 seers; Basarao 10 seers.
b. In the subdivisions the retail prices of salt per rupee are—Buxar 11 seers 6 chitaks; Gopalganj (Mirganj) 12 seers 2 chitaks.
c. At Bottlah the retail price of salt is 10 seers per rupee.
d. In the subdivisions the retail prices of salt per rupee are—Hajipur 10 seers; Bitamurhi 12 seers.
e. In the subdivisions the retail prices of salt per rupee are—Samantipur 10 seers; Madhubani 10 seers 3 chitaks.
f. In the subdivisions the retail prices of salt per rupee are—Begusarai 10 seers; Jaman 10 seers 3 chitaks.

CALCUTTA,
The 7th July 1902.

PK OF 80 TOLANE.

[illegible]

| URAM, CHANA, CHHOLA, KARAIAY, OR SYNAGA. (<i>Olor chinensis</i> .) | | | INDIAN-CHINA OR MAIZH. (<i>Eos mosi</i> .) | | | ANNAM OR TONKIN CADIAN PHE. (<i>Cajanus indicus</i> .) | | |
|--|-----------------------------|---|---|-----------------------------|---|---|-----------------------------|---|
| Present return. | Next preceding re- turn. | Corresponding re- turn of last year. | Present return. | Next preceding re- turn. | Corresponding re- turn of last year. | Present return. | Next preceding re- turn. | Corresponding re- turn of last year. |
| S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. | S. Ch. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 10 8 | 10 8 | 9 0 | ... | ... | ... | ... | ... | ... |
| 10 8 | 10 8 | 10 0 | ... | ... | ... | 8 0 | 8 0 | 7 0 |
| 19 8 | 19 0 | 16 0 | 19 12 | 19 0 | 17 0 | 16 0 | 15 8 | 15 0 |
| 17 8 | 16 12 | 14 8 | 17 22 | 18 8 | 15 0 | 14 0 | 13 0 | 10 0 |
| 20 0 | 20 0 | 15 0 | ... | 17 0 | ... | 12 0 | 12 0 | 10 8 |
| 19 0 | 20 0 | 16 0 | 20 0 | 21 8 | 16 0 | 14 0 | 14 0 | 12 8 |
| 20 0 | 21 0 | 17 8 | 22 0 to 23 0 | 21 0 to 22 0 | 16 8 | 23 8 to 24 0 | 23 8 to 24 0 | 12 8 |
| 19 0 | 19 0 | 15 0 | 19 0 | 19 0 | 16 8 | 14 0 | 14 0 | 12 8 |
| 18 11 | 16 11 | 16 8 | 20 8 | 19 12 | 20 14 | 13 3 | 14 4 | 12 0 |
| 20 7 | 19 15 | 16 4 | 12 9 | 12 9 | 8 6 | 12 8 | 12 9 | 16 12 |
| 17 12 | 19 0 | 15 2 | 17 12 | 19 0 | ... | 13 10 | 12 12 | 10 12 |
| Large 16 0 Small 17 0 | 16 0 | 14 0 | ... | ... | ... | 10 0 | 10 0 | 8 0 |
| 20 0 | 18 0 | 14 0 | ... | ... | ... | 12 8 | 11 8 | 0 0 |
| 15 0 | 14 8 | 12 0 | 15 0 | 15 0 | 16 0 | 17 0 | 19 0 | 18 8 |
| Bird of katali. | | | | | | | | |
| 16 12 | 15 12 | 12 12 | ... | ... | ... | 17 1 | 17 1 | 12 7 |
| 8 8 | 13 0 | 11 0 | ... | ... | ... | 10 0 | 10 0 | 8 0 |
| 16 0 | 16 0 | 11 0 | ... | ... | ... | 16 0 | 17 8 | ... |
| 18 0 | 18 0 | ... | ... | ... | ... | 16 0 | 17 8 | ... |
| 14 7 | 14 7 | 12 8 | ... | ... | ... | 9 8 | 9 3 | 7 8 |
| 4 8 | 14 8 | 11 12 | 14 8 | 15 0 | 13 4 | 10 0 | 10 0 | 8 0 |
| 8 8 | 15 8 | 10 0 to 11 4 | ... | 17 0 | 18 0 | 6 12 to 8 0 | 5 12 to 6 2 | 7 4 to 8 6 |
| 6 8 | 15 8 | 10 2 | 14 1 | 15 12 | 11 4 | 11 4 | 11 8 | 9 4 |
| 6 0 | 15 0 | 13 0 | 20 0 | 24 0 | ... | 11 8 | 11 8 | 9 8 |
| 2 0 | 12 0 | 10 0 | ... | ... | ... | 10 0 | 10 0 | 8 0 |

Market Bazaars of the Districts of Bengal on the 30th June 1902—concl'd.

| WHOLESALE PRICES PER MAUND OF 40 SEERS. | | | | | | AVERAGE WAGES PER MONTH. | | | | | | | | | | | | DISTRICTS. | Number. |
|---|------------------------------|---------------------------------------|-----------------|------------------------------|---------------------------------------|--|------------------------|---------------------------------------|-----------------------------|------------------------|---------------------------------------|---|------------------------|---------------------------------------|------------------|----------------------|----|------------|---------|
| Salt. | | | Salt. | | | UNSKILLED LABOUR— ABLE-BODIED AGRICULTURAL LABOURERS. | | | STONE OR HOUSE- KEEPERS. | | | SKILLED LABOUR— COMMON MASON, CARPENTER OR BLACKSMITH. | | | | | | | |
| Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | | | | | |
| B. Ch. | B. Ch. | B. Ch. | Ra. A. P. | Ra. A. P. | Ra. A. P. | Ra. A. P. | Ra. A. P. | Ra. A. P. | Ra. A. P. | Ra. A. P. | Ra. A. P. | Ra. A. P. | Ra. A. P. | Ra. A. P. | BENGAL—continued | | | | |
| 10 0 | 10 0 | 10 0 | 3 14 0 | 3 14 0 | 4 0 0 | ... | 8 0 | 8 0 | ... | 7 0 | 7 0 | ... | 16 0 | 12 0 | Tripura. | CENTRAL DIVISION. | | | |
| 9 6 | 9 0 | 9 0 | 4 0 0 | 4 2 0 | 4 8 0 | 9 6 | 10 12 | 7 8 | ... | 7 0 | 7 0 | ... | 16 0 | 10 0 | Noakhali. | | 25 | | |
| 10 0 | 10 0 | 9 0 | 3 8 0 | 4 2 1 | ... | 8 0 | 7 0 | 8 0 | 7 0 | 7 0 | 7 0 | 10 0 | 10 0 | 10 0 | Chittagong. | | 26 | | |
| Panga. | | | 3 8 0 | 4 2 1 | ... | 8 0 | 7 0 | 8 0 | 7 0 | 7 0 | 7 0 | 10 0 | 10 0 | 10 0 | BIHAR. | | | | |
| 10 0 | 10 0 | 9 0 | 3 8 0 | 4 2 1 | ... | 8 0 | 7 0 | 8 0 | 7 0 | 7 0 | 7 0 | 10 0 | 10 0 | 10 0 | Patna. | TARAI DIVISION. | | | |
| Panga. | | | 3 8 0 | 4 2 1 | ... | 8 0 | 7 0 | 8 0 | 7 0 | 7 0 | 7 0 | 10 0 | 10 0 | 10 0 | Gaya. | | 28 | | |
| 10 8 | 10 8 | 10 0 | 3 10 6 | 3 10 0 | 3 16 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | Shahabad. | | 29 | | |
| 11 0 | 11 0 | 10 0 | 3 9 6 | 3 9 6 | 3 14 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | Suran. | 30 | | | |
| 10 0 | 10 0 | 10 0 | 4 0 0 | 4 0 0 | 4 11 4 | 4 11 | 4 11 | 4 11 | 4 0 | ... | ... | ... | ... | ... | Champanan. | 31 | | | |
| 11 0 | 11 0 | 10 0 | 3 10 0 | 3 10 0 | 4 0 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | Muzaffarpur. | 32 | | | |
| 10 8 | 10 8 | 10 0 | 3 13 0 | 3 13 0 | 4 0 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | Darbhanga. | 33 | | | |
| 11 0 | 11 0 | 10 0 | 3 10 0 | 3 10 0 | 4 0 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | Mohab. | 34 | | | |
| 10 0 | 10 0 | 9 0 | 4 0 0 | 4 3 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Udhampur. | 35 | | | |
| 11 0 | 11 0 | 10 0 | 3 10 0 | 3 10 0 | 4 0 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | Purnea. | 36 | | | |
| 10 8 | 10 8 | 10 0 | 3 13 0 | 3 13 0 | 4 0 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | Maid. | 37 | | | |
| 10 0 | 10 0 | 9 0 | 4 0 0 | 4 3 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Rohtak Pargana. | 38 | | | |
| 11 0 | 11 0 | 10 0 | 3 10 0 | 3 10 0 | 4 0 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ORISSA. | CHOTA NAGPUR. | | | |
| 10 0 | 10 0 | 9 0 | 4 0 0 | 4 3 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Cuttack. | | 39 | | |
| 11 0 | 11 0 | 10 0 | 3 10 0 | 3 10 0 | 4 0 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | Balasore. | | 40 | | |
| 10 8 | 10 8 | 10 0 | 3 13 0 | 3 13 0 | 4 0 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | Angul. | 41 | | | |
| 10 0 | 10 0 | 9 0 | 4 0 0 | 4 3 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Puri. | 42 | | | |
| 11 0 | 11 0 | 10 0 | 3 10 0 | 3 10 0 | 4 0 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | CHOTA NAGPUR. | | | | |
| 10 8 | 10 8 | 10 0 | 3 13 0 | 3 13 0 | 4 0 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | Hasaribagh. | 43 | | | |
| 10 0 | 10 0 | 9 0 | 4 0 0 | 4 3 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Ranchi. | 44 | | | |
| 11 0 | 11 0 | 10 0 | 3 10 0 | 3 10 0 | 4 0 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | Palamu. | 45 | | | |
| 10 0 | 10 0 | 9 0 | 4 0 0 | 4 3 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Manbhum. | 46 | | | |
| 11 0 | 11 0 | 10 0 | 3 10 0 | 3 10 0 | 4 0 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | Singhbhum. | 47 | | | |

- g. In the subdivisions the retail prices of salt per rupee are—Banks 10 seers; Madhipura 9 seers; Supaul 10 seers.
 h. In the subdivisions the retail prices of salt per rupee are—Kishanganj 9 seers; Arraria 9 seers.
 i. At Patla Nawatganj the retail price of salt is 9½ seers per rupee.
 j. In the subdivisions the retail prices of salt per rupee are—Deoghar 10 seers (panga); Godda 10 seers; Jamsara 11 seers; Faruk 11 seers (karkatoh); Rajmahal 11 seers.
 k. In the subdivisions the retail prices of salt per rupee are—Jajpur 10 seers (panga); Kondrapara 10 seers (panga).
 l. At Bhadrak the retail price of salt is 10½ seers per rupee.
 m. In the districts in the interior of the district the retail prices of salt per rupee are—Bankpur 9 seers; Himpara 9 seers.
 n. At Khurda the retail price of salt is 11½ seers per rupee.
 o. At Gohindpur the retail price of salt is 10 seers 10 chittaks per rupee.

Published for general information.

W. C. MACPHERSON,

Off. Secretary to the Govt. of Bengal.

PRICES-CURRENT (wholesale) of Food-grains, Firewood,

| Number. | Name. | RICE (BEST SORT). | | | COMMON RICE (more cheap). | | | WHEAT (<i>Triticum sativum</i>). | | | BARLEY (<i>Hordeum vulgare</i>). | | |
|---------|------------|-------------------|------------------------|------------------------------------|---------------------------|------------------------|------------------------------------|------------------------------------|------------------------|------------------------------------|------------------------------------|------------------------|------------------------------------|
| | | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| | | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| 1 | Calcutta | 5 4 0 | 5 4 0 | 5 0 0 | 3 12 0 | 3 12 0 | 4 0 0 | 3 12 0 | 3 12 0 | 3 8 0 | 2 10 0 | 2 8 0 | 2 8 0 |
| 2 | Burdwan | 4 6 0 | 4 2 0 | 4 2 0 | 3 5 0 | 3 5 0 | 3 5 3 | ... | ... | ... | ... | ... | ... |
| 3 | Midnapore | 4 0 0 | 4 0 0 | 4 0 0 | 3 2 0 | 3 8 0 | 3 4 0 | ... | ... | ... | ... | ... | ... |
| 4 | Patna | 5 10 0 | 5 10 0 | 5 8 0 | 3 12 6 | 3 12 0 | 3 12 0 | 2 8 6 | 2 8 6 | 2 18 0 | ... | ... | ... |
| 5 | Rangpur | 5 0 0 | 5 0 0 | 5 0 0 | 3 8 0 | 3 8 0 | 3 14 0 | 3 12 0 | 3 12 0 | 4 0 0 | ... | ... | ... |
| 6 | Dacca | 4 4 0 | 4 4 0 | 4 11 0 | 3 8 0 | 3 5 0 | 4 4 0 | 3 0 0 | 3 0 0 | 3 6 0 | 2 0 0 | 2 2 0 | 3 2 0 |
| 7 | Chittagong | ... | ... | ... | 3 4 0 | 3 2 0 | 3 10 0 | ... | ... | ... | ... | ... | ... |
| 8 | Prinse | 3 15 0 | 4 3 0 | 4 4 0 | 3 10 0 | 3 12 0 | 3 4 0 | 2 18 0 | 2 14 0 | 3 0 0 | 2 1 0 | 2 1 0 | 2 1 0 |
| 9 | Mumtazpur | 5 0 0 | 5 0 0 | 4 7 0 | 3 5 3 | 3 8 0 | 3 5 3 | 2 12 0 | 2 15 3 | 3 1 3 | 2 1 3 | 1 15 3 | 2 1 3 |
| 10 | Bhagalpur | 4 0 0 | 3 15 0 | 3 15 0 | 3 5 0 | 3 4 0 | 3 8 3 | 2 14 0 | 2 18 0 | 2 14 0 | 2 1 6 | 2 1 0 | 2 1 0 |
| 11 | Onnook | 4 2 0 | 4 4 0 | 3 13 0 | 2 0 8 | 3 0 0 | 3 0 0 | 2 14 0 | 2 14 0 | 3 9 0 | ... | ... | ... |
| 12 | Ranoli | 4 18 9 | 4 10 9 | 4 4 0 | 2 16 3 | 3 1 6 | 3 1 0 | 4 0 0 to 5 8 0 | 4 7 0 to 5 8 0 | 3 14 0 to 5 0 0 | 3 18 0 | 2 8 0 | 2 18 0 |

CALCUTTA,
The 7th July 1902.

| JCAR OR CHOLUK (<i>Sorghum vulgare</i>). | | | BASA OR CUMBU (<i>Pennisetum typhoides</i>). | | | MANUA OR RASI (<i>Echinochloa crusgalli</i>). | | | GRAM, CHANA, CHOLA, KADALAY, OR SUTAGA (<i>Cyperus aristatus</i>). | | |
|--|------------------------|------------------------------------|--|------------------------|------------------------------------|---|------------------------|------------------------------------|--|------------------------|---|
| Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| 16 | 18 | 17 | 16 | 18 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| 2 12 0 | 2 12 0 | 2 6 0 | 3 0 0 | 3 0 0 | 2 12 0 | ... | ... | ... | 2 12 0 | 2 12 0 | 2 12 0 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 7 0 | 2 8 0 | 2 12 0 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 10 0 | 2 10 0 | 3 2 0 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 10 6 | 2 10 6 | 3 5 0 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 8 0 | 2 8 0 | 3 8 0 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 0 0 | 3 0 0 | 3 8 0 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 6 0 | 3 6 0 | 3 8 0 |
| White. 2 8 0 | 2 18 6 | 2 5 0 | ... | ... | ... | ... | ... | ... | 2 0 0 | 2 1 0 | 2 8 0 |
| Black. 2 0 0 | 1 14 0 | | ... | ... | ... | ... | ... | ... | 2 0 0 | 2 0 0 | 2 8 0 |
| ... | ... | ... | ... | ... | ... | 1 15 0 | 1 18 0 | ... | 2 4 0 | 2 8 0 | 2 11 0 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 7 0 | 2 7 0 | 3 0 0 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 0 0 | 3 0 0 | Birt or khalat. { 3 8 0 1 0 { 6 13 0 |

| PRICE PER MAUND OF | | | | | | | | | | | | |
|-------------------------------------|------------------------|------------------------------------|--|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|-----------------------|------------------------|------------------------------------|--|
| INDIAN-CORN OR MAIZE (Zea mays). | | | ARHAR DAL OR TUR— CADJAN FLS (Cajanus indicus). | | | LINSBEE. | | | MUSTARD AND RAPSEED. | | | |
| Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | |
| 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | |
| Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | |
| ... | 3 0 0 | 3 0 0 | 4 0 0 | 3 12 0 | 3 12 0 | 7 0 0 | 7 0 0 | 8 5 0 | 5 0 0 | 5 0 0 | 4 12 0 | |
| ... | ... | ... | 3 5 0 | 3 5 0 | 4 1 6 | ... | ... | ... | 4 12 0 | 4 12 0 | 5 0 0 | |
| ... | ... | ... | 3 5 0 to 3 12 0 | 3 12 0 | 4 12 0 | 5 8 0 | 6 9 0 | 5 8 0 | 4 4 0 to 4 8 0 | 4 4 0 to 4 8 0 | 4 10 0 to 4 14 0 | |
| ... | ... | ... | 4 1 0 | 4 1 0 | 5 5 0 | 6 6 0 | 6 6 0 | 6 2 0 | 5 0 0 to 5 2 0 | 4 5 0 to 4 5 0 | 4 8 0 | |
| 1 0 0 | 3 0 0 | 3 0 0 | 4 8 0 | 4 8 0 | 5 0 0 | ... | ... | ... | 4 8 0 | 4 8 0 | 6 0 0 | |
| ... | ... | ... | 4 0 0 | 3 12 0 | 4 0 0 | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | 4 8 0 | 4 12 0 | 5 8 0 | ... | ... | ... | 4 12 0 | 4 12 0 | 5 12 0 | |
| 2 0 0 | 2 1 0 | 2 5 0 | 2 7 0 | 2 8 0 | 2 10 0 | 6 0 0 | 7 0 0 | 5 0 0 | 4 3 0 | 4 5 0 | 5 0 0 | |
| 2 3 0 | 2 0 0 | 2 5 6 | 2 10 0 | 2 10 0 | 3 1 8 | ... | ... | ... | ... | ... | ... | |
| 2 4 0 | 2 1 6 | ... | 3 2 4 | 3 2 0 | 3 11 6 | 6 4 0 | 6 3 0 | ... | 4 8 0 to 4 2 0 | 4 0 0 to 3 7 0 | 5 0 0 to 5 11 0 | |
| ... | ... | ... | 2 4 0 | 2 2 0 | 3 0 0 | ... | ... | ... | 4 0 0 | 3 15 0 | 4 1 5 | |
| ... | ... | ... | 6 15 0 to 6 2 0 | 6 2 0 to 6 15 0 | 4 13 8 to 5 8 0 | 6 10 0 | 6 10 0 | 5 0 0 | 5 11 0 to 5 0 0 | 5 0 0 to 5 5 0 | 5 0 0 | |

STANDARD SEERS,

| TEL OR JUTE SEED. | | | SUGAR (RAW). | | | COTTON, CLEANED. | | | JUTE. | | |
|-------------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|------------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|
| Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| 40. | 41. | 42. | 43. | 44. | 45. | 46. | 47. | 48. | 49. | 50. | 51. |
| Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| 5 0 0 | 5 0 0 | 4 8 0 | 4 8 0 | 4 8 0 | 4 4 0 | 16 0 0 | 16 0 0 | 16 0 0 | 5 4 0 | 5 0 0 | 5 3 0 |
| ... | ... | ... | 3 5 0 | 3 8 0 | 3 8 0 | 10 0 0 | 20 0 0 | 16 0 0 | ... | ... | ... |
| ... | ... | ... | 3 4 0 | 3 4 0 | 3 12 0 | 20 0 0 | 20 0 0 | 21 0 0 | ... | ... | ... |
| ... | ... | ... | 3 5 0 | 3 5 0 | 4 0 0 | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | 3 4 0 | 3 2 0 | 4 8 0 | 21 0 0 | 21 0 0 | 21 0 0 | 4 4 0 | 4 0 0 | 5 3 0 |
| ... | ... | ... | 4 0 0 | 4 0 0 | 5 12 0 | ... | ... | ... | 4 0 0 | 4 0 0 | 4 8 0 |
| ... | ... | ... | 5 0 0 | 4 8 0 | 6 0 0 | ... | ... | ... | 4 4 0 | 4 4 0 | 5 0 0 |
| ... | ... | ... | 6 0 0 | 4 12 0 | 5 12 0 | 13 4 0 | 14 0 0 | 14 0 0 | ... | ... | ... |
| 0 0 0 | 5 0 0 | 5 0 0 | 2 12 0 | 2 12 0 | 3 8 0 | 15 0 0 | 15 0 0 | 16 0 0 | 3 12 0 | 4 0 0 | 4 4 0 |
| ... | ... | ... | 1 14 6 | 1 14 6 | 2 13 0 | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | 3 10 0 | 3 10 0 | 5 0 0 | 19 0 0 | 18 0 0 | 19 0 0 | ... | ... | ... |
| 2 6 | 4 4 0 | 4 8 0 | 3 12 0 | 3 12 0 | 4 8 0 | 20 0 0 | 20 0 0 | 22 0 0 | ... | ... | ... |
| ... | ... | ... | 3 9 0 | 3 1 0 | 4 3 0 | 20 0 0 | 20 0 0 | 22 12 0 | ... | ... | ... |
| ... | ... | ... | 3 10 0 | 3 10 0 | 5 0 0 | ... | ... | ... | ... | ... | ... |

| GHE (CLARIFIED BUTTER). | | | TOBACCO LEAF. | | | HIDES (COW). | | | GRAMS. | | |
|-------------------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|----------------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|
| Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. |
| 61. | 62. | 63. | 64. | 65. | 66. | 67. | 68. | 69. | 70. | 71. | 72. |
| Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. |
| 38 0 0 | 39 0 0 | 40 0 0 | 8 2 0 | 7 0 0 | 0 0 0 | 150 0 0 | 0 25 0 | 0 25 0 | 1 0 0 | 0 14 0 | 1 2 |
| 34 0 0 | 34 0 0 | 42 0 0 | Mudbukhni. | | | Uncleaned per piece. | | | ... | ... | ... |
| 38 0 0 | 38 0 0 | 40 0 0 | 5 4 0 | 5 4 0 | 0 0 0 | 1 0 0 | 1 0 0 | 1 0 0 | ... | ... | ... |
| 38 4 0 | 38 4 0 | 40 0 0 | 5 8 0 | 6 4 0 | 7 12 0 | 2 8 0 | 2 4 0 | 2 2 0 | ... | ... | ... |
| 58 0 0 | 63 0 0 | 63 0 0 | 0 12 0 | 0 12 0 | 0 0 0 | 1 10 0 | 1 10 0 | 1 2 0 | ... | ... | ... |
| 32 0 0 | 32 0 0 | 44 0 0 | 10 0 0 | 10 0 0 | 0 0 0 | ... | ... | ... | 0 2 6 | 0 2 6 | 0 2 |
| 40 0 0 | 40 0 0 | 48 0 0 | 7 0 0 | 0 0 0 | 0 0 0 | 20 0 0 | 20 0 0 | 20 0 0 | 0 2 0 | 0 3 0 | 0 3 |
| 34 0 0 | 34 0 0 | 42 0 0 | 10 0 0 | 10 8 0 | 14 8 0 | 18 2 0 | 17 8 0 | 18 4 0 | ... | ... | ... |
| 30 0 0 | 31 0 0 | 38 0 0 | 4 0 0 | 4 0 0 | 3 0 0 | ... | ... | ... | 0 6 0 | 0 8 0 | 0 4 |
| 20 1 6 | 20 1 6 | 35 0 0 | 8 0 0 | 8 0 0 | 8 0 0 | ... | ... | ... | ... | ... | ... |
| 38 0 0 | 32 0 0 | 37 0 0 | 8 0 0 | 8 0 0 | ... | ... | ... | ... | ... | ... | ... |
| 35 4 0 | 39 0 0 | 45 12 0 | 4 4 0 | 4 4 0 | 4 0 0 | 25 0 0 | 25 0 0 | 25 0 0 | 0 8 0 | 0 8 6 | 0 8 |
| 36 0 0 | 36 0 0 | 30 6 8 | 6 10 0 | 8 10 0 | 0 10 0 | 1 4 0 | 1 4 0 | 1 0 0 | 0 5 3 | 0 5 3 | 0 5 |
| 40 0 0 | 40 0 0 | 44 2 0 | 13 6 8 | 18 8 3 | 18 0 0 | 2 8 0 | 2 8 0 | ... | ... | ... | ... |

the undermentioned Mats of Bengal on the 30th June 1902.

| STRAW. | | | JUAN STALKS. | | | PRICES PER MAUND OF 40 STANDARD SHEERS, | | | | | | | | | | MATS. | |
|-----------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|---|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|-----------------|------------------------|------------------------------------|----------------|-------|--|
| | | | | | | IRON. | | | FIREWOOD. | | | BALE. | | | | | |
| Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | Present return. | Next preceding return. | Corresponding return of last year. | | | |
| 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | | |
| A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| 12 0 | 8 12 0 | 1 0 0 | ... | ... | ... | 5 4 0 | 5 4 0 | 5 4 0 | 0 8 0 | 0 8 0 | 0 8 0 | 0 8 0 | 0 8 0 | 0 8 0 | 1. Calcutta. | | |
| 10 0 | 0 9 0 | 0 13 0 | ... | ... | ... | ... | ... | ... | 0 8 0 | 0 8 0 | 0 8 0 | 0 8 0 | 0 8 0 | 0 8 0 | 2. Bardwan. | | |
| 4 8 | 0 4 8 | 0 8 4 | ... | ... | ... | 8 12 0 to 4 4 0 | 8 12 0 to 4 4 0 | 4 0 0 to 5 0 0 | 0 4 0 | 0 4 0 | 0 4 0 | 0 4 0 | 0 4 0 | 0 4 0 | 3. Midnapore. | | |
| 6 0 | 1 0 0 | 1 2 0 | ... | ... | ... | 7 0 0 | 7 0 0 | 7 12 0 | 0 8 0 | 0 9 0 | 0 8 0 | 0 8 0 | 0 8 0 | 0 8 0 | 4. Patna. | | |
| 7 0 | 0 7 0 | 0 7 0 | ... | ... | ... | 7 0 0 | 7 0 0 | 6 0 0 | 0 5 0 | 0 6 0 | 0 5 0 | 0 5 0 | 0 5 0 | 0 5 0 | 5. Rangpur. | | |
| ... | ... | ... | ... | ... | ... | 5 8 0 | 5 8 0 | 6 0 0 | 0 5 0 | 0 5 0 | 0 5 0 | 0 5 0 | 0 5 0 | 0 5 0 | 6. Dacca. | | |
| ... | ... | ... | ... | ... | ... | 4 12 0 | 4 12 0 | 6 0 0 | ... | ... | ... | ... | ... | ... | 7. Chittagong. | | |
| ... | ... | ... | ... | ... | ... | 5 0 0 | 5 0 0 | 5 0 0 | 0 7 0 | 0 6 0 | 0 6 0 | 0 6 0 | 0 6 0 | 0 6 0 | 8. Patna. | | |
| ... | ... | ... | ... | ... | ... | 5 11 0 | 5 11 0 | 5 11 0 | 0 4 0 | 0 4 0 | 0 4 0 | 0 4 0 | 0 4 0 | 0 4 0 | 9. Masnagar. | | |
| ... | ... | ... | ... | ... | ... | 5 0 0 | 5 0 0 | 5 8 0 | 0 6 0 | 0 6 0 | 0 6 0 | 0 6 0 | 0 6 0 | 0 6 0 | 10. Bhagpur. | | |
| 6 0 | 0 6 0 | 0 8 0 | ... | ... | ... | 4 1 0 | 4 0 0 | 4 4 0 | 0 4 0 | 0 4 0 | 0 4 0 | 0 4 0 | 0 4 0 | 0 4 0 | 11. Ostach. | | |
| No fixed rate | | | ... | ... | ... | 5 10 0 | 5 10 0 | 5 11 0 | 0 4 0 | 0 4 0 | 0 4 0 | 0 4 0 | 0 4 0 | 0 4 0 | 12. Ranchi. | | |

W. C. MACPHERSON,
Off. Secretary to the Govt. of Bengal.

| District. | Causal. | Estimated full discharge. | Average discharge in month. | Discharge will load. | Approximate area of land irrigated during the year up to the end of the month. | | Approximate area of land under irrigation up to the same date last year. | Season 1904-5. | | | | | | Season 1903-4. | | Grand Total. | Up to end of month. | Up to end of month. | Season. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|----------|---------------------------|-----------------------------|----------------------|--|--------|--|----------------|--------|-------|--------|-------|--------|----------------|--------|--------------|-------------------------|---------------------|---------|------------------------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------|-------|-------|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------|-------|-------|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------------------|-------|-------|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | | | Area. | Acres. | | Area. | Acres. | Area. | Acres. | Area. | Acres. | Area. | Acres. | | | | | Area. | Acres. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Central. | Dakshin. | Tamil Nadu, 1st month. | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | Tamil Nadu, 2nd month. | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Tamil Nadu, 3rd month. | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Tamil Nadu, 4th month. | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Tamil Nadu, 5th month. | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Tamil Nadu, 6th month. | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Tamil Nadu, 7th month. | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Tamil Nadu, 8th month. | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Tamil Nadu, 9th month. | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tamil Nadu, 11th month. | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | Tamil Nadu, 12th month. | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Tamil Nadu, 13th month. | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Tamil Nadu, 14th month. | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Tamil Nadu, 15th month. | 1, | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

R. Q. Rader,

IRRIGATION DEPARTMENT, BENGAL.

Abstract statement showing Tollage on Canals in Bengal classed as Major Works for the month of May 1902, as compared with that of the corresponding month of the previous year.

| CANALS. | TOLLAGE, 1902-1903. | | TOLLAGE, 1901-1902. | |
|--------------------------------|---------------------|----------------------|---------------------|----------------------|
| | During the month. | To end of the month. | During the month. | To end of the month. |
| 1 | 2 | 3 | 4 | 5 |
| <i>Orissa Circle.</i> | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| Taldanda Canal System | 1,520 0 6 | 3,172 11 9 | ..... | ..... |
| Kendrapara ditto | 2,389 5 1 | 5,436 0 5 | 4,915 12 10 | 11,828 8 11 |
| High Level, Range I | ..... | 1,887 13 0 | ..... | 981 4 9 |
| Ditto, " II | ..... | 308 12 9 | ..... | 240 4 6 |
| Ditto, " III | 0 7 6 | 20 11 0 | 1 6 6 | 42 2 8 |
| Jajpur Canal | ..... | 55 11 6 | 2 6 3 | 42 0 6 |
| Total Orissa Circle ... | 3,919 13 1 | 10,631 9 5 | 4,919 9 7 | 13,134 0 2 |
| <i>South-Western Circle.</i> | | | | |
| Midnapore Canal | 8,408 7 0 | 17,108 10 0 | 10,391 11 9 | 18,393 3 6 |
| Hijili Tidal Canal | 4,979 10 0 | 10,004 14 6 | 6,244 13 3 | 12,286 15 0 |
| Total South-Western Circle ... | 13,388 1 0 | 27,113 8 6 | 16,636 1 0 | 30,680 2 6 |
| <i>Sone Circle.</i> | | | | |
| Patna Canal System | ..... | 1,679 14 9 | 1,677 15 0 | 4,399 13 6 |
| Arrah ditto | 1,145 9 6 | 2,190 4 3 | 2,021 4 0 | 3,248 1 9 |
| Buxar ditto | 357 4 3 | 746 3 9 | 279 13 8 | 607 7 0 |
| Total Sone Circle ... | 1,502 13 1 | 4,616 6 9 | 3,979 0 8 | 8,255 6 3 |
| GRAND TOTAL ... | 18,810 11 10 | 42,361 8 8 | 25,534 10 10 | 52,069 8 11 |

Assessed Tollage Receipts.

| CANALS. | EARNINGS, 1902-1903. | | EARNINGS, 1901-1902. | |
|--------------------|----------------------|----------------------|----------------------|----------------------|
| | During the month. | To end of the month. | During the month. | To end of the month. |
| 1 | 2 | 3 | 4 | 5 |
| | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| Orissa Canals | 3,919 13 1 | 10,631 9 1 | 4,919 11 7 | 13,134 0 2 |
| Midnapore Canal | 8,408 7 0 | 17,108 10 0 | 10,391 3 9 | 18,393 3 1 |
| Hijili Tidal Canal | 4,979 10 0 | 10,004 14 6 | 6,244 13 3 | 12,286 15 0 |
| Sone Canals | 1,502 13 9 | 4,616 6 9 | 3,979 0 8 | 8,255 6 3 |
| Total ... | 18,810 11 10 | 42,361 8 8 | 25,534 10 10 | 52,069 8 11 |

DARJEELING,
The 5th July 1902.

R. C. EDGE,
Under-Secy. to the Govt. of Bengal.

IRRIGATION DEPARTMENT, BENGAL.

Abstract Statement showing Tollage on Canals in Bengal classed as Minor Works and Navigation for the month of May 1902, compared with that of the corresponding month of the previous year.

| CANALS. | TOLLAGE, 1902-1903. | | TOLLAGE, 1901-1902. | |
|---------------------------------|---------------------|----------------------|---------------------|----------------------|
| | During the month. | To end of the month. | During the month. | To end of the month. |
| 1 | 2 | 3 | 4 | 5 |
| | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| Calcutta and Eastern Canals ... | 16,789 9 0 | 33,732 10 3 | 15,079 13 3 | 28,358 3 6 |
| Tolly's Nala ... | 3,680 10 0 | 7,981 14 9 | 4,222 4 9 | 8,067 14 3 |
| Total ... | 20,470 8 0 | 41,714 9 0 | 19,302 2 0 | 36,426 1 9 |
| Orissa Coast Canal ... | 2,469 1 9 | 5,500 8 9 | 4,755 0 9 | 9,927 8 6 |
| Nadia Rivers ... | 4,259 9 0 | 8,085 12 0 | 2,496 11 6 | 5,282 7 6 |
| GRAND TOTAL ... | 27,198 13 9 | 55,300 11 9 | 26,554 4 3 | 51,635 15 9 |

DARJEELING,
The 5th July 1902.

R. C. EDGE,
Under-Secy. to the Govt. of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate return of traffic on the Circular and Eastern Canals for the week ending Saturday, the 5th July 1902, as compared with the corresponding week of the previous year.

| NATURE OF CARGO. | WEEK ENDING SATURDAY, THE 4TH JULY 1902. | | | WEEK ENDING SATURDAY, THE 5TH JULY 1901. | | |
|--------------------|--|------------------|----------|--|------------------|----------|
| | Number of boats. | Weight of cargo. | Tollage. | Number of boats. | Weight of cargo. | Tollage. |
| | | Mds. | Rs. | | Mds. | Rs. |
| Rice and paddy ... | 465 | 68,475 | 621 | 245 | 28,608 | 280 |
| Fute ... | 17 | 13,860* | 159 | 21 | 7,160† | 151 |
| Firewood ... | 44 | 34,210 | 588 | 79 | 43,125 | 658 |
| Other articles ... | 488 | 1,20,245 | 1,418 | 647 | 1,43,377 | 1,779 |
| Total ... | 1,006 | 2,36,820 | 2,782 | 992 | 2,20,258 | 2,918 |

* Weight by canal measurement, † Ditto ditto, maunds.

**Abstract of the Results of Meteorological Observations taken at the Alipore
Observatory in the month of June 1902.**

| | Inches. | Date. | Hour. |
|---|-----------|---|-------|
| The mean pressure of the month | 29.573 | | |
| The average pressure of June from 24 years' registers | 29.549 | | |
| The highest pressure in the month | 29.764 | 2nd | 10 |
| The lowest pressure in the month | 29.369 | 14th | 16 |
| The range of pressure | 0.395 | | |
| | Hours. | | |
| The total number of hours of bright sunshine during the month | 120.7 | | |
| The maximum possible number of hours of sunshine | 403.4 | | |
| | ° | | |
| The mean temperature of the month | 86.7 | | |
| The average temperature of June from 24 years' registers | 86.0 | | |
| The highest temperature in the month | 97.5 | 23rd | |
| The lowest temperature in the month | 70.7 | 4th | |
| The range of temperature during the month | 26.8 | | |
| The mean daily range of temperature | 13.5 | | |
| The greatest range of temperature in one day | 23.0 | 23rd | |
| | Per cent. | | |
| The mean humidity of the month | 83 | | |
| The average humidity of June from 24 years' registers | 81 | | |
| | Inches. | | |
| The mean vapour tension of the month | 1.025 | | |
| The average vapour tension of June from 9 years' registers | 0.998 | | |
| The mean cloud proportion of the month | 7.73 | | |
| The average cloud proportion of June from 25 years' registers | 7.02 | | |
| | Inches. | | |
| The total rainfall of the month | 5.47 | | |
| The total rainfall indicated by a Beckley's self-registering rain-gauge (mouth of the gauge about 52 feet above the ground) | 5.11 | | |
| The average fall of June from 46 years' registers | 12.08 | | |
| The greatest fall in 24 hours | 1.04 | 5th | |
| | Days. | | |
| The number of rainy days in the month | 18 | | |
| The average number of rainy days in June from 24 years' registers | 19 | | |
| | ° | | |
| The mean maximum equilibrium temperature of solar radiation during the month | 142.3 | | |
| The mean difference of sun and air temperatures | 50.2 | | |
| The greatest sun temperature | 152.6 | 27th | |
| The greatest excess of sun over air temperature | 59.5 | 8th | |
| The mean temperature of the nocturnal radiation thermometer on woollen cloth | 76.8 | | |
| The mean depression of the nocturnal radiation thermometer below the minimum air temperature at 4 feet above the ground | 2.3 | | |
| The greatest depression of the nocturnal radiation thermometer below the minimum air temperature | 3.3 | 2nd and 22nd | |
| | Miles. | | |
| The mean movement of the wind per day | 139.2 | | |
| The greatest movement of the wind in one day | 231.0 | 20th | |
| The greatest movement of the wind in one hour | 19.0 | 1st 11 to Noon 4th 9 to 10 a.m. 5th 7 to 8 p.m. | |
| The number of hours with winds from each of the eight points— | | | |
| N. 24, N.E. 31, E. 69, S.E. 91, S. 372, S.W. 187, W. 49, N.W. 20, Calm 27. | | | |

The results of observations at the Alipore Observatory are not rigorously comparable with the registers of past years (at the Park Street Observatory). The barometer is about 3 feet higher at Alipore, and, other things being equal, reads therefore .003 lower. The diurnal range of temperature is also greater at Alipore, and the mean temperature apparently about 0°·5 higher; and, finally, the thermometer which furnished the record of temperature at the Surveyor-General's Office during 20 years and upwards is found to read 0·6 higher than the Kew Standard thermometer, which is the standard of reference at the present Observatory.

G. W. KUEHLER,

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 7th July 1902.

for Meteorological Reporter to the Govt. of India
and Director-General of Indian Observatories.

**Results of the Meteorological Observations taken at the Alipore Observatory from
29th June to 5th July 1902.**

| Month. | Date. | Maximum in min. | Number of hours of bright sunshine. | Mean pressure barometer at 52° Fahr. | TEMPERATURE. | | | | HYGROMETRY. | | | | WIND. | | Rain. | Remarks. |
|--------|-------|-----------------|-------------------------------------|--------------------------------------|--------------|----------|--------|----------|----------------|-----------------|------------|-----------|-------------------------|-----------------|---------|-----------------------------------|
| | | | | | Mean. | Maximum. | Range. | Minimum. | Mean wet bulb. | Vapour tension. | Dew point. | Humidity. | Prevailing direction. | Miles recorded. | | |
| 1902. | | | | Inches. | | | | | | Inches. | | % | | | Inches. | |
| June | 29th | 137.9 | NH | 29.639 | 87.1 | 88.7 | 6.4 | 83.3 | 84.2 | 1.135 | 83.1 | 88 | SSW and S | 205 | NH | Cloudy, c. |
| " | 30th | 104.2 | " | 61.4 | 81.6 | 81.5 | 5.5 | 78.1 | 78.8 | 0.948 | 77.0 | 87 | SSW and ESE | 210 | 0.73 | Cloudy, c, g, d, p. |
| July | 1st | 145.9 | 5.5 | 60.0 | 84.2 | 93.0 | 14.3 | 75.7 | 79.0 | 0.967 | 78.2 | 83 | ESE, SSW and S | 118 | 0.02 | Chiefly cloudy, c, d. |
| " | 2nd | 144.0 | 6.2 | 68.3 | 83.2 | 91.5 | 14.2 | 77.2 | 80.3 | 0.992 | 78.0 | 80 | SSE, calm and variable. | 70 | 0.63 | Chiefly cloudy, c, d, p, t, z. |
| " | 3rd | 141.9 | 4.0 | 61.0 | 83.3 | 92.4 | 13.8 | 70.1 | 80.6 | 1.012 | 79.6 | 80 | SSE, calm and variable. | ■ | 2.62 | Chiefly cloudy, c, g, d, p, t, z. |
| " | 4th | 126.4 | NH | 63.5 | 80.9 | 85.1 | 8.8 | 70.3 | 70.9 | 0.872 | 78.1 | ■ | ESE, SSE and S | 124 | 0.44 | Cloudy, c, p. |
| " | 5th | 144.9 | 1.3 | 69.4 | 86.0 | 88.1 | 5.6 | 79.5 | 79.2 | 0.935 | 77.2 | 80 | SE by S and ESE | 117 | 0.34 | Chiefly cloudy, c, d, p, t. |

The mean pressure of the seven days

The average pressure of the corresponding period for 24 years, Surveyor-General's Office

The total number of hours of bright sunshine

The maximum possible number of hours of sunshine

The mean temperature of the seven days

The average temperature of the corresponding period for 24 years, Surveyor-General's Office

The extreme variation of temperature

The maximum temperature

The highest velocity of the wind in one hour

The mean relative humidity

The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office

The total fall of rain from 29th June to 5th July 1902

The average fall of the corresponding period for 24 years, Surveyor-General's Office

The total fall from 1st January to 5th July 1902

The average fall of the corresponding period for 24 years, Surveyor-General's Office

The mean pressure, temperature, etc., are deduced from the traces of the Barograph and Thermograph, and from eye observations.

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

c, overcast; g, gloomy; d, drizzling rain; p, passing temporary showers; t, thunder; z, lightning.

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 7th July 1902.

G. W. KUCHLER,
for Meteorological Reporter to the Govt. of India
and Director-General of Indian Observatories.

EAST INDIAN RAILWAY.

Statement of Goods Traffic in staples carried during the five weeks ending 31st March 1902 as compared with the same period of 1901.

| STAPLES. | 1901. | | 1902. | | INCREASE. | | DECREASE. | |
|---|-------------|-----------|-------------|-----------|-----------|----------|------------|----------|
| | Weight. | Freight. | Weight. | Freight. | Weight. | Freight. | Weight. | Freight. |
| | Mds. | Rs. | Mds. | Rs. | Mds. | Rs. | Mds. | Rs. |
| Apparel, including drapery, haberdashery, millinery, uniforms, mountings, boots and shoes | 7,810 | 11,340 | 20,724 | 10,105 | 12,914 | — | — | 1,000 |
| Coal & coke carried for the public and foreign railways | 1,58,87,344 | 27,40,523 | 1,42,18,179 | 20,40,002 | — | — | 16,685,165 | 7,000 |
| Cotton— | | | | | | | | |
| (1) Raw | 1,00,307 | 68,980 | 1,23,040 | 1,00,888 | 22,733 | 31,908 | — | — |
| (2) Manufactured— | | | | | | | | |
| (a) Twist and yarn, European | 5,099 | 8,478 | 4,540 | 4,844 | 559 | 1,634 | — | — |
| (b) Do, Indian | 88,448 | 10,886 | 90,788 | 13,003 | 2,340 | 2,117 | — | — |
| (c) Piece-goods, European | 1,13,077 | 1,10,822 | 1,09,818 | 1,01,739 | 3,259 | 9,083 | — | — |
| (d) Do, Indian | 17,728 | 11,040 | 20,278 | 14,237 | 2,550 | 3,197 | — | — |
| (e) Others | 1,803 | 2,974 | 2,565 | 2,142 | 762 | 1,168 | — | — |
| Chemicals excepting sulphur | 4,793 | 4,415 | 4,218 | 4,375 | 575 | 74 | — | — |
| Drugs— | | | | | | | | |
| 1. Liquefying, other than opium | 607 | 390 | 739 | 167 | 132 | — | — | — |
| 2. Non-liquefying | 10,857 | 6,930 | 11,917 | 8,900 | 1,060 | 970 | — | — |
| Dyes and tannins— | | | | | | | | |
| 1. Al (Morinda citrifolia) | 488 | 199 | 308 | 61 | 180 | — | — | — |
| 2. Alizarine and aniline dyes | 1,083 | 1,741 | 2,009 | 833 | 926 | — | — | — |
| 3. Indigo | 245 | 201 | 215 | 1,101 | 856 | — | — | — |
| 4. Madder | 1,784 | 1,630 | 7,340 | 5,444 | 5,556 | — | — | — |
| 5. Methylene blue | 23,816 | 7,611 | 79,008 | 5,444 | 55,192 | — | — | — |
| 6. Tanning bark | 22,116 | 1,329 | 13,275 | 1,661 | 8,841 | — | — | — |
| 7. Turmeric | 18,805 | 10,613 | 26,172 | 13,176 | 7,367 | — | — | — |
| 8. Others | 18,078 | 8,551 | 16,058 | 9,474 | 2,020 | — | — | — |
| Foodstuffs— | | | | | | | | |
| 1. Cereals | 1,14,104 | 18,294 | 26,385 | 10,490 | 15,080 | — | — | — |
| 2. Hay, straw and grass | 24,444 | 8,578 | 24,579 | 10,117 | — | — | — | — |
| Fruits and vegetables, fresh | 12,549 | 8,003 | 18,204 | 9,401 | 5,655 | — | — | — |
| Grains and pulses— | | | | | | | | |
| 1. Wheat | 7,51,125 | 68,431 | 4,34,134 | 1,04,039 | 3,17,000 | — | — | — |
| 2. Wheat flour | 80,142 | 14,474 | 80,340 | 12,741 | — | — | — | — |
| 3. Rice in the husk | 72,389 | 10,426 | 60,271 | 8,121 | 12,118 | — | — | — |
| 4. Rice not in the husk | 8,90,232 | 1,01,485 | 5,07,082 | 1,43,434 | 3,831,150 | — | — | — |
| 5. Jowar and bafta | 1,06,084 | 26,094 | 61,353 | 8,184 | 44,731 | — | — | — |
| 6. Gram and pulses | 2,30,177 | 90,107 | 4,25,828 | 1,16,136 | 1,95,651 | — | — | — |
| 7. Others | 2,35,801 | 1,115 | 2,27,077 | 24,700 | 8,724 | — | — | — |
| Hides and skins— | | | | | | | | |
| 1. Hides of cattle | 1,10,648 | 68,223 | 68,224 | 35,784 | — | — | — | — |
| 2. Skins of sheep, &c. | 50,108 | 19,311 | 24,867 | 9,300 | 25,241 | — | — | — |
| Hemp (Indian) and other fibres (excluding jute) | 7,383 | 583 | 1,740 | 878 | — | — | — | — |
| Iron— | | | | | | | | |
| 1. Raw | 84,141 | 12,885 | 2,14,940 | 48,433 | 1,30,799 | — | — | — |
| 2. Wrought— | | | | | | | | |
| 1. Gunnybags and cloth | 1,06,889 | 1,87,079 | 1,06,423 | 71,404 | — | — | — | — |
| 2. Wrought excepting boots and shoes | 24,771 | 26,809 | 46,857 | 30,738 | 22,086 | — | — | — |
| 3. Wrought | 2,370 | 4,138 | 2,134 | 8,334 | 604 | — | — | — |
| 4. Wrought | 2,393 | 4,434 | 1,061 | 787 | 1,332 | — | — | — |
| 5. Wrought | 17,372 | 8,700 | 22,062 | 4,302 | 4,690 | — | — | — |
| 6. Wrought | 1,504 | 1,884 | 3,888 | 2,300 | 1,083 | — | — | — |
| 7. Wrought | 2,415 | 4,008 | 3,408 | 2,818 | — | — | — | — |
| 8. Wrought | — | — | — | — | — | — | — | — |
| 9. Wrought | — | — | — | — | — | — | — | — |
| 10. Wrought | — | — | — | — | — | — | — | — |
| 11. Wrought | — | — | — | — | — | — | — | — |
| 12. Wrought | — | — | — | — | — | — | — | — |
| 13. Wrought | — | — | — | — | — | — | — | — |
| 14. Wrought | — | — | — | — | — | — | — | — |
| 15. Wrought | — | — | — | — | — | — | — | — |
| 16. Wrought | — | — | — | — | — | — | — | — |
| 17. Wrought | — | — | — | — | — | — | — | — |
| 18. Wrought | — | — | — | — | — | — | — | — |
| 19. Wrought | — | — | — | — | — | — | — | — |
| 20. Wrought | — | — | — | — | — | — | — | — |
| 21. Wrought | — | — | — | — | — | — | — | — |
| 22. Wrought | — | — | — | — | — | — | — | — |
| 23. Wrought | — | — | — | — | — | — | — | — |
| 24. Wrought | — | — | — | — | — | — | — | — |
| 25. Wrought | — | — | — | — | — | — | — | — |
| 26. Wrought | — | — | — | — | — | — | — | — |
| 27. Wrought | — | — | — | — | — | — | — | — |
| 28. Wrought | — | — | — | — | — | — | — | — |
| 29. Wrought | — | — | — | — | — | — | — | — |
| 30. Wrought | — | — | — | — | — | — | — | — |
| 31. Wrought | — | — | — | — | — | — | — | — |
| 32. Wrought | — | — | — | — | — | — | — | — |
| 33. Wrought | — | — | — | — | — | — | — | — |
| 34. Wrought | — | — | — | — | — | — | — | — |
| 35. Wrought | — | — | — | — | — | — | — | — |
| 36. Wrought | — | — | — | — | — | — | — | — |
| 37. Wrought | — | — | — | — | — | — | — | — |
| 38. Wrought | — | — | — | — | — | — | — | — |
| 39. Wrought | — | — | — | — | — | — | — | — |
| 40. Wrought | — | — | — | — | — | — | — | — |
| 41. Wrought | — | — | — | — | — | — | — | — |
| 42. Wrought | — | — | — | — | — | — | — | — |
| 43. Wrought | — | — | — | — | — | — | — | — |
| 44. Wrought | — | — | — | — | — | — | — | — |
| 45. Wrought | — | — | — | — | — | — | — | — |
| 46. Wrought | — | — | — | — | — | — | — | — |
| 47. Wrought | — | — | — | — | — | — | — | — |
| 48. Wrought | — | — | — | — | — | — | — | — |
| 49. Wrought | — | — | — | — | — | — | — | — |
| 50. Wrought | — | — | — | — | — | — | — | — |
| 51. Wrought | — | — | — | — | — | — | — | — |
| 52. Wrought | — | — | — | — | — | — | — | — |
| 53. Wrought | — | — | — | — | — | — | — | — |
| 54. Wrought | — | — | — | — | — | — | — | — |
| 55. Wrought | — | — | — | — | — | — | — | — |
| 56. Wrought | — | — | — | — | — | — | — | — |
| 57. Wrought | — | — | — | — | — | — | — | — |
| 58. Wrought | — | — | — | — | — | — | — | — |
| 59. Wrought | — | — | — | — | — | — | — | — |
| 60. Wrought | — | — | — | — | — | — | — | — |
| 61. Wrought | — | — | — | — | — | — | — | — |
| 62. Wrought | — | — | — | — | — | — | — | — |
| 63. Wrought | — | — | — | — | — | — | — | — |
| 64. Wrought | — | — | — | — | — | — | — | — |
| 65. Wrought | — | — | — | — | — | — | — | — |
| 66. Wrought | — | — | — | — | — | — | — | — |
| 67. Wrought | — | — | — | — | — | — | — | — |
| 68. Wrought | — | — | — | — | — | — | — | — |
| 69. Wrought | — | — | — | — | — | — | — | — |
| 70. Wrought | — | — | — | — | — | — | — | — |
| 71. Wrought | — | — | — | — | — | — | — | — |
| 72. Wrought | — | — | — | — | — | — | — | — |
| 73. Wrought | — | — | — | — | — | — | — | — |
| 74. Wrought | — | — | — | — | — | — | — | — |
| 75. Wrought | — | — | — | — | — | — | — | — |
| 76. Wrought | — | — | — | — | — | — | — | — |
| 77. Wrought | — | — | — | — | — | — | — | — |
| 78. Wrought | — | — | — | — | — | — | — | — |
| 79. Wrought | — | — | — | — | — | — | — | — |
| 80. Wrought | — | — | — | — | — | — | — | — |
| 81. Wrought | — | — | — | — | — | — | — | — |
| 82. Wrought | — | — | — | — | — | — | — | — |
| 83. Wrought | — | — | — | — | — | — | — | — |
| 84. Wrought | — | — | — | — | — | — | — | — |
| 85. Wrought | — | — | — | — | — | — | — | — |
| 86. Wrought | — | — | — | — | — | — | — | — |
| 87. Wrought | — | — | — | — | — | — | — | — |
| 88. Wrought | — | — | — | — | — | — | — | — |
| 89. Wrought | — | — | — | — | — | — | — | — |
| 90. Wrought | — | — | — | — | — | — | — | — |
| 91. Wrought | — | — | — | — | — | — | — | — |
| 92. Wrought | — | — | — | — | — | — | — | — |
| 93. Wrought | — | — | — | — | — | — | — | — |
| 94. Wrought | — | — | — | — | — | — | — | — |
| 95. Wrought | — | — | — | — | — | — | — | — |
| 96. Wrought | — | — | — | — | — | — | — | — |
| 97. Wrought | — | — | — | — | — | — | — | — |
| 98. Wrought | — | — | — | — | — | — | — | — |
| 99. Wrought | — | — | — | — | — | — | — | — |
| 100. Wrought | — | — | — | — | — | — | — | — |

| STAPLES. | 2001. | | 1902. | | WORKS. | | DECEMBER. | |
|---|-------------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|
| | Weight. | Freight. | Weight. | Freight. | Weight. | Freight. | Weight. | Freight. |
| Salt-petre and other saline substances— | | | | | | | | |
| 1.—Salt-petre | 88,768 | 19,119 | 88,136 | 19,136 | 88,065 | 19,136 | 88,065 | 19,136 |
| 2.—Other saline substances | 80,301 | 11,160 | 87,140 | 11,749 | 18,749 | 7,806 | 18,749 | 7,806 |
| Silk— | | | | | | | | |
| 1.—Raw— | | | | | | | | |
| (a) Foreign | 183 | 35 | 183 | 35 | 183 | 35 | 183 | 35 |
| (b) Indian | 3,026 | 396 | 3,026 | 396 | 3,026 | 396 | 3,026 | 396 |
| 2.—Wool— | | | | | | | | |
| (a) Foreign | 88 | 91 | 88 | 91 | 88 | 91 | 88 | 91 |
| (b) Indian | 483 | 446 | 483 | 446 | 483 | 446 | 483 | 446 |
| Spices— | | | | | | | | |
| 1.—Blackish | 88,861 | 19,576 | 87,323 | 19,576 | 87,323 | 19,576 | 87,323 | 19,576 |
| 2.—Cardamoms | 8,470 | 1,008 | 8,470 | 1,008 | 8,470 | 1,008 | 8,470 | 1,008 |
| 3.—Cloves | 88,861 | 19,576 | 87,323 | 19,576 | 87,323 | 19,576 | 87,323 | 19,576 |
| 4.—Ginger | 1,800 | 1,800 | 1,800 | 1,800 | 1,800 | 1,800 | 1,800 | 1,800 |
| 5.—Pepper | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 |
| 6.—Others | 8,470 | 1,008 | 8,470 | 1,008 | 8,470 | 1,008 | 8,470 | 1,008 |
| Stones and lime | 5,56,885 | 74,770 | 10,10,184 | 1,27,141 | 4,80,440 | 62,371 | 5,56,885 | 74,770 |
| Sugar— | | | | | | | | |
| 1.—Refined | 88,861 | 5,335 | 81,886 | 10,146 | 80,480 | 10,881 | 88,861 | 5,335 |
| 2.—Unrefined— | | | | | | | | |
| (a) Sugar | 1,43,800 | 40,477 | 1,30,840 | 70,836 | 1,30,840 | 70,836 | 1,43,800 | 40,477 |
| (b) Gm. ref. sugar, molasses and other sugar products | 7,46,981 | 1,56,410 | 4,10,818 | 78,889 | 4,10,818 | 78,889 | 7,46,981 | 1,56,410 |
| Tea— | | | | | | | | |
| 1.—Foreign | 8,178 | 1,187 | 8,178 | 1,187 | 8,178 | 1,187 | 8,178 | 1,187 |
| 2.—Indian | 88,861 | 35,466 | 88,861 | 35,466 | 88,861 | 35,466 | 88,861 | 35,466 |
| Tobacco | 88,861 | 35,466 | 88,861 | 35,466 | 88,861 | 35,466 | 88,861 | 35,466 |
| Wool— | | | | | | | | |
| 1.—Timber, unwrought | 1,33,608 | 26,801 | 2,33,731 | 55,313 | 1,79,186 | 13,805 | 1,33,608 | 26,801 |
| 2.—Manufactured— | | | | | | | | |
| (a) Carpets and rugs | 4,734 | 8,305 | 4,734 | 8,305 | 4,734 | 8,305 | 4,734 | 8,305 |
| (b) Piece-goods, European | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| (c) Dito, Indian | 1,815 | 1,815 | 1,815 | 1,815 | 1,815 | 1,815 | 1,815 | 1,815 |
| (d) Other sorts of manufactures | 4,246 | 1,891 | 4,246 | 1,891 | 4,246 | 1,891 | 4,246 | 1,891 |
| All other articles of merchandise— | | | | | | | | |
| 1.—Hemp | 88,861 | 19,148 | 88,861 | 19,148 | 88,861 | 19,148 | 88,861 | 19,148 |
| 2.—Firmwood | 88,861 | 19,148 | 88,861 | 19,148 | 88,861 | 19,148 | 88,861 | 19,148 |
| 3.—Laidro seed | 88,861 | 19,148 | 88,861 | 19,148 | 88,861 | 19,148 | 88,861 | 19,148 |
| 4.—Paints and colours | 88,861 | 19,148 | 88,861 | 19,148 | 88,861 | 19,148 | 88,861 | 19,148 |
| 5.—Seeds other than wheat | 88,861 | 19,148 | 88,861 | 19,148 | 88,861 | 19,148 | 88,861 | 19,148 |
| 6.—Others | 17,62,328 | 4,00,440 | 14,89,291 | 3,82,632 | 14,89,291 | 3,82,632 | 17,62,328 | 4,00,440 |
| Total | 1,61,71,864 | 47,75,445 | 2,30,10,540 | 46,30,031 | 1,61,71,864 | 47,75,445 | 1,61,71,864 | 47,75,445 |
| Military stores | 18,711 | 30,880 | 18,711 | 30,880 | 18,711 | 30,880 | 18,711 | 30,880 |
| Coal for railway | 16,18,545 | 1,58,800 | 15,70,825 | 1,41,575 | 15,70,825 | 1,41,575 | 16,18,545 | 1,58,800 |
| Railway material | 23,61,361 | 71,521 | 20,55,474 | 55,431 | 20,55,474 | 55,431 | 23,61,361 | 71,521 |
| Livestock | 1,104 | 1,104 | 1,104 | 1,104 | 1,104 | 1,104 | 1,104 | 1,104 |
| Total | 1,90,16,941 | 50,00,000 | 2,76,63,170 | 48,83,000 | 1,90,16,941 | 50,00,000 | 1,90,16,941 | 50,00,000 |

T. JACKSON, for Chief Auditor.

TRAFFIC AUDIT OFFICE, GOODS DIVISION, CALCUTTA, the 3rd July 1902.

EASTERN BENGAL STATE RAILWAY.

Abstract of Principal Commodities carried over the Eastern Bengal State Railway during the month of March 1903 as compared with the same month of the previous year.

| No. | Commodity. | 1902. | 1901. | Increase to 1902. | Decrease in 1902. | EXPLANATIONS OF FLUCTUATIONS BY TRAFFIC SUPERINTENDENT. |
|-----|---|--------|--------|-------------------|-------------------|---|
| | | Tons. | Tons. | Tons. | Tons. | |
| 1 | Apparel, including dressery, haberdashery, millinery, uniforms, accoutrements, boots and shoes. | 36 | 35 | 15 | | |
| 2 | Coal and coke carried for the Public and Foreign Railways. | 29,821 | 29,743 | | 343 | |
| 3 | Cotton— | | | | | |
| | (1) Raw | 307 | 533 | | 326 | |
| | (2) Manufactured— | | | | | |
| | (a) Twist and yarn, European | 100 | 170 | 10 | | |
| | (b) Ditto, Indian | 234 | 190 | 30 | | |
| | (c) Piece-goods, European | 1,340 | 1,133 | 686 | | |
| | (d) Ditto, Indian | 56 | 54 | 2 | | |
| | (e) Others | | | | | |
| 4 | Chemicals, excepting saltpetre | 12 | 11 | 0 | | |
| 5 | Drugs— | | | | | |
| | (1) Intoxicating, other than opium | 19 | 15 | 0 | | |
| | (2) Non-intoxicating— | | | | | |
| | (a) Medicinal preparations | 73 | 48 | 25 | | |
| | (b) Others | | | | | |
| 6 | Dyes and Tann— | | | | | |
| | (1) Al (Morinda citrifolia) | | | | | |
| | (2) Alizarine and Aniline dyes | | | | | |
| | (3) Cochine | 13 | 10 | | 5 | |
| | (4) Indigo | | | | | |
| | (5) Mycabolans | | | | | |
| | (6) Tanning barks | 100 | 305 | | 140 | |
| | (7) Turmeric | 15 | 5 | 10 | | |
| | (8) Others | | | | | |
| 7 | Foodstuffs— | | | | | |
| | (1) Oleaginous | 486 | 899 | | 143 | |
| | (2) Hay, straw and grain | 5,346 | 5,458 | | 309 | |
| 8 | Fruits and vegetables, fresh | 707 | 430 | 307 | | |
| 9 | Grain and pulses— | | | | | |
| | (1) Grain and pulses | 5,000 | 3,404 | 2,006 | | |
| | (2) Jawar and bajra | | | | | |
| | (3) Rice in the husk | 7,114 | 10,037 | | 3,923 | |
| | (4) Do. not in the husk | 6,282 | 11,164 | | 3,408 | |
| | (5) Wheat | 80 | 116 | | 35 | |
| | (6) Do. flour | 83 | 101 | | 18 | |
| | (7) Others | 400 | 123 | 344 | | |
| 10 | Hides and skins— | | | | | |
| | (1) Hides of cattle— | | | | | |
| | (a) Dressed or tanned | 723 | 336 | 127 | | |
| | (b) Raw | | | | | |
| | (2) Hides of sheep and other animals— | | | | | |
| | (a) Dressed or tanned | 37 | 0 | | 40 | |
| | (b) Raw | | | | | |
| 11 | Horns | 500 | 700 | | 401 | |
| 12 | Wool (Indian) and other fibres, including silk. | | | | | |
| 13 | Jute— | | | | | |
| | (1) Raw | 27,044 | 11,438 | 16,516 | | |
| | (2) Gunny-bags and cloth | 1,170 | 1,000 | 70 | | |
| 14 | Lac | 90 | 100 | | 10 | |
| 15 | Leather— | | | | | |
| | (1) Unwrought | | | | | |
| | (2) Wrought, excepting boots and shoes | | | | | |
| 16 | Liquors— | | | | | |
| | (1) Ale and beer | 20 | 18 | 5 | | |
| | (2) Spirits of all kinds, including country spirit. | 70 | | 70 | | |
| | (3) Wine | 14 | 50 | | 35 | |
| | (4) All other liquors, including toddy and fermented liquor, other than ale and beer. | | | | | |
| 17 | Metals— | | | | | |
| | (1) Brass, unwrought | 40 | 11 | 88 | | |
| | (2) Do. wrought | 107 | 143 | | 35 | |
| | (3) Copper, unwrought | 8 | 19 | | 10 | |
| | (4) Do. wrought | 10 | 18 | | 1 | |
| | (5) Iron and steel— | | | | | |
| | (a) Cast | 61 | 164 | | 133 | |
| | (b) Unwrought | | | | | |
| | (c) Wrought | 1,344 | 1,355 | | 11 | |
| | (d) Manufactures | 405 | 391 | 54 | | |
| | (e) Others | 347 | 345 | 30 | | |
| 18 | Oils— | | | | | |
| | (1) Kerosene | 7,765 | 5,067 | | 607 | |
| | (2) Castor | 17 | 8 | 9 | | |
| | (3) Coconut | 193 | 100 | 93 | | |
| | (4) Mustard and rape | 103 | 400 | | 355 | |
| | (5) Others | 147 | 40 | 100 | | |
| 19 | Oilseeds— | | | | | |
| | (1) Castor | | | | | |
| | (2) Earthnuts | | | | | |
| | (3) Linseed | 6,060 | 913 | 7,110 | | |
| | (4) Poppy | | | | | |
| | (5) Rape and mustard | 6,960 | 8,700 | 5,044 | | |
| | (6) Tilt or flax | 80 | 23 | 48 | | |
| | (7) Others | 180 | 100 | 180 | | |
| 20 | Opium | 5 | 1 | 1 | | |
| 21 | Paper and parchment | 200 | 400 | | 100 | |
| 22 | Provisions— | | | | | |
| | (1) Dried fruits and nuts | 14 | | 14 | | |
| | (2) Rice | 25 | 24 | 1 | | |
| | (3) Others | 400 | 350 | 74 | | |

| No. | STATES. | 1901. | 1902. | Increase in 1902. | Decrease in 1902. | EXPLANATIONS OF FLUCTUATIONS BY TAKING SUPERINTENDENT. |
|-----|---|---------|---------|-------------------------|-------------------------|---|
| | | Tons. | Tons. | Tons. | Tons. | |
| 22 | Railway Plant, Acc. for the Public and Foreign Railways— | | | | | |
| | (1) Locomotives, engines and tenders and parts thereof | | 9 | | 2 | |
| | (2) Carriages and trucks and parts thereof | | | | | |
| | (3) Materials— | | | | | |
| | (a) Steel rails and fish-plates | 1,790 | 101 | 1,097 | | |
| | (b) Sleepers and keys of steel and cast- iron. | 370 | 411 | | 46 | |
| | (c) Others | 4,540 | 4,514 | 26 | | |
| 24 | Salt | | | | | |
| 25 | Salt and other saline substances— | | | | | |
| | (1) Saltpetre | 210 | 54 | 156 | | |
| | (2) Other saline substances | | | | | |
| 26 | Silk— | | | | | |
| | (1) Raw— | | | | | |
| | (a) Foreign | 17 | 33 | | 6 | |
| | (b) Indian | | | | | |
| | (2) Piece-goods— | | | | | |
| | (a) Foreign | | | | | |
| | (b) Indian | | | | | |
| 27 | Spices— | | | | | |
| | (1) Betelnuts | 600 | 630 | 30 | | |
| | (2) Cardamoms | 20 | 18 | | 2 | |
| | (3) Onions | 400 | 374 | | 26 | |
| | (4) Ginger | 70 | 60 | | 10 | |
| | (5) Pepper | 90 | 34 | | 56 | |
| | (6) Others | 90 | 98 | | 8 | |
| 28 | Stones and lime | 8,114 | 1,003 | 1,401 | | |
| 29 | Sugar— | | | | | |
| | (1) Refined or crystallized, including sugar- candy. | 400 | 600 | | 200 | |
| | (2) Unrefined— | | | | | |
| | (a) Sugar | 1,000 | 1,102 | | 102 | |
| | (b) Molasses, molasses, and other molasses products. | 902 | 1,521 | | 619 | |
| 30 | Tan— | | | | | |
| | (1) Foreign | 20 | 40 | | 20 | |
| | (2) Indian | | | | | |
| 31 | Tobacco— | | | | | |
| | (1) Manufactured | 1,000 | 2,700 | | 1,700 | |
| | (2) Unmanufactured— | | | | | |
| | (a) Cigars | 10 | 10 | | | |
| | (b) Other sorts | | | | | |
| 32 | Wood— | | | | | |
| | (1) Timber, unwrought | 800 | 100 | | 700 | |
| | (2) Manufactures | 900 | 100 | | 800 | |
| 33 | Wool— | | | | | |
| | (1) Raw | 900 | 100 | | 800 | |
| | (2) Manufactured— | | | | | |
| | (a) Carpets and rugs | | | | | |
| | (b) Piece-goods, European | | | | | |
| | (c) Piece-goods, Indian | | | | | |
| | (d) Other sorts of manufactures | | | | | |
| 34 | All other articles of merchandise | 6,200 | 4,400 | 1,800 | | |
| | Total | 120,000 | 112,000 | 8,000 | | |

CALCUTTA, the 2nd July 1902.

HARPRAD DAB,
for Examiner of Accounts, E. B. S. Railway.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 21st June 1902 on 1,905.37 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES R.O.V. | | |
|--|-----------------------|---------------------------|----------------------------------|----------------------------|-----------------------------|----------------------------|----------------------------|--------------|-----------|
| | Number of passengers. | Coaching receipts. | Weights carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week or per mile of railway for previous 23rd week of half-year. | 469,641 | Rs. A. P. 4,00,781 8 0 | Mds. H. 52,38,380 0 | Rs. A. P. 3,78,667 13 0 | Rs. A. P. 22,861 0 8 | Rs. A. P. 13,00,130 3 0 | 107,823 | 100,000 | 307,113 |
| Total for 24th weeks | 2,542,280 | 23,00,000 3 0 | 14,13,07,371 80 | 2,53,76,030 3 0 | 1,10,030 0 0 | 3,53,33,860 10 0 | 2,561,090 | 6,104,633 | 7,765,679 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week or previous year. | 256,236 | 2,25,684 3 1 | 54,90,687 30 | 10,60,439 4 8 | 16,802 13 4 | 14,45,768 4 1 | 166,124 | 206,073 | 308,103 |
| For mile of railway corresponding week of previous year. | ..... | Rs. A. P. 115 13 3 | ..... | Rs. A. P. 571 10 11 | Rs. A. P. 10 3 0 | Rs. A. P. 707 11 4 | ..... | ..... | ..... |
| Total for corresponding 24th weeks of previous year. | 9,800,822 | 95,44,223 11 9 | 16,69,97,092 80 | 3,48,10,284 3 19 | 6,24,220 0 4 | 40,49,53,007 7 13 | 3,699,438 | 5,833,333 | 7,802,718 |

(a) The decrease is chiefly in coal, food-grains, and seed traffic.

* Added number of passengers 5,244 and deducted Rs. 875 on account of difference between the approximate and audited figures for the week ended 17th

+ Deducted Mds. 1,67,004 and .. 1,015 .. May 1902.

† Added 6,735

‡ Audited figures up to 17th May 1902.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | Merchandise and Mineral Traffic. | Other earnings. | Total. | Per mile of railway. | Train mileage. |
|---------------|-----------------|--------------------|----------------------------------|-----------------|-----------|----------------------|----------------|
| | | No. of passengers. | Rs. Mds. | Rs. | Rs. | Rs. | No. Mds. |
| 1,537'49 | 11 days of Jan. | 614,253 | 5,30,478 | 87,38,287 | 14,37,581 | 35,240 | 32,43,200 |
| 1,537'49 | Week ended 16th | 372,213 | 3,41,740 | 50,37,020 | 8,42,201 | 1,190 | 477,211 |
| 1,537'49 | 1st Feb. | 364,471 | 3,37,440 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 2nd Feb. | 360,913 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 3rd Feb. | 401,050 | 4,35,451 | 54,33,793 | 9,61,460 | 756 | 302,372 |
| 1,537'49 | 4th Feb. | 384,778 | 3,87,799 | 49,16,423 | 8,42,201 | 750 | 312,550 |
| 1,537'49 | 5th Feb. | 420,823 | 4,09,019 | 57,39,223 | 10,30,012 | 791 | 313,803 |
| 1,537'49 | 6th Feb. | 409,125 | 4,05,529 | 57,39,223 | 10,30,012 | 791 | 313,803 |
| 1,537'49 | 7th Feb. | 428,708 | 4,23,721 | 58,46,590 | 10,30,012 | 803 | 320,950 |
| 1,537'49 | 8th Feb. | 420,823 | 4,16,553 | 58,46,590 | 10,30,012 | 813 | 318,378 |
| 1,537'49 | 9th Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 10th Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 11th Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 12th Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 13th Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 14th Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 15th Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 16th Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 17th Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 18th Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 19th Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 20th Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 21st Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 22nd Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 23rd Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 24th Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 25th Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 26th Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 27th Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 28th Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 29th Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 30th Feb. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 1st Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 2nd Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 3rd Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 4th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 5th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 6th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 7th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 8th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 9th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 10th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 11th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 12th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 13th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 14th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 15th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 16th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 17th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 18th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 19th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 20th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 21st Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 22nd Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 23rd Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 24th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 25th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 26th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 27th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 28th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 29th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 30th Mar. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 1st Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 2nd Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 3rd Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 4th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 5th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 6th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 7th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 8th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 9th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 10th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 11th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 12th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 13th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 14th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 15th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 16th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 17th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 18th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 19th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 20th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 21st Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 22nd Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 23rd Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 24th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 25th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 26th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 27th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 28th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 29th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 30th Apr. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 1st May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 2nd May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 3rd May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 4th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 5th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 6th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 7th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 8th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 9th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 10th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 11th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 12th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 13th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 14th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 15th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 16th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 17th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 18th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 19th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 20th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 21st May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 22nd May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 23rd May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 24th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 25th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 26th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 27th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 28th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 29th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 30th May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 31st May | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 1st Jun. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 2nd Jun. | 335,421 | 3,35,444 | 49,61,886 | 8,42,201 | 718 | 301,569 |
| 1,537'49 | 3rd Jun. | 335,421 | | | | | |

TARESSUR BRANCH RAILWAY.

Approximate Return of Traffic for week ended 21st June 1902 on 27.23 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|--------------------|--------------------|----------------------------------|----------------|-----------------------------|-------------------|--------------------------|--------------|--------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week | 61,25,350 | Rs. 1,47,431 5 0 | 11,100 c | Rs. 414 6 0 | Rs. 0 0 0 | Rs. 1,47,431 5 0 | 1,075 | 111 | 1,186 |
| Or per mile of railway | 222,577* | Rs. 5,47 10 0 | 4,09,084 20† | Rs. 18 10 11 | Rs. 0 0 0 | Rs. 5,47 10 11 | 33,305‡ | 3,115‡ | 36,420 |
| For previous 52 weeks of year. | 808,980 | Rs. 1,83,931 5 0 | 4,01,344 20 | Rs. 18,447 6 0 | Rs. 214 0 0 | Rs. 1,84,145 14 0 | 20,438 | 3,231 | 23,669 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year. | 21,130 | Rs. 4,800 0 4 | 16,344 10 | Rs. 410 8 0 | Rs. 5 2 3 | Rs. 4,805 2 7 | 1,087 | 101 | 1,188 |
| For mile of railway corresponding week of previous year. | 80,808 | Rs. 230 2 2 | 4,03,478 10 | Rs. 27 13 11 | Rs. 0 5 8 | Rs. 230 7 9 | 33,305 | 3,115 | 36,420 |
| Total for corresponding 52 weeks of previous year. | 808,980 | Rs. 1,87,078 7 8 | 4,03,478 10 | Rs. 12,135 3 0 | Rs. 168 13 3 | Rs. 1,87,246 10 1 | 20,438 | 3,077 | 23,515 |

* The increase is due to "Dussehra" and "Shubhshra" festivals.

† Added No. of passengers 117 and Rs. 130 On account of difference between the approximate and audited figures for the week ended 17th May 1902.

‡ Audited figures up to 17th May 1902.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | Merchandise and Mineral Traffic. | Other earnings. | Total. | Per mile of railway. | Train mileage. |
|-------------------|-------------------|--------------------|----------------------------------|-----------------|------------|----------------------|----------------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | No. |
| 21-22 | 11 days of Jan. | 21,085 | Rs. 7,800 | 25,335 | Rs. 1,304 | Rs. 8,470 | 251 |
| 22-23 | Week ended 18th " | 21,040 | 4,800 | 23,778 | 1,304 | 6,408 | 247 |
| 23-24 | " " | 21,071 | 5,400 | 24,380 | 1,304 | 6,352 | 247 |
| 24-25 | " " | 20,980 | 4,872 | 20,334 | 1,304 | 6,352 | 247 |
| 25-26 | " " | 20,847 | 4,911 | 21,000 | 1,304 | 6,352 | 247 |
| 26-27 | " " | 20,438 | 4,800 | 19,745 | 1,304 | 6,352 | 247 |
| 27-28 | " " | 21,757 | 4,788 | 23,411 | 1,304 | 6,773 | 247 |
| 28-29 | " " | 20,377 | 4,800 | 20,912 | 1,304 | 6,408 | 247 |
| 29-30 | " " | 20,038 | 4,731 | 20,444 | 1,304 | 6,408 | 247 |
| 30-31 | " " | 20,282 | 4,800 | 20,737 | 1,304 | 6,408 | 247 |
| 31-32 | " " | 24,310 | 4,731 | 21,344 | 1,304 | 6,735 | 247 |
| 32-33 | " " | 23,183 | 4,735 | 20,001 | 1,304 | 6,408 | 247 |
| 33-34 | " " | 20,163 | 4,735 | 19,801 | 1,304 | 6,408 | 247 |
| 34-35 | " " | 21,340 | 4,735 | 20,001 | 1,304 | 6,408 | 247 |
| 35-36 | " " | 20,163 | 4,735 | 19,801 | 1,304 | 6,408 | 247 |
| 36-37 | " " | 20,163 | 4,735 | 19,801 | 1,304 | 6,408 | 247 |
| 37-38 | " " | 20,163 | 4,735 | 19,801 | 1,304 | 6,408 | 247 |
| 38-39 | " " | 20,163 | 4,735 | 19,801 | 1,304 | 6,408 | 247 |
| 39-40 | " " | 20,163 | 4,735 | 19,801 | 1,304 | 6,408 | 247 |
| 40-41 | " " | 20,163 | 4,735 | 19,801 | 1,304 | 6,408 | 247 |
| 41-42 | " " | 20,163 | 4,735 | 19,801 | 1,304 | 6,408 | 247 |
| 42-43 | " " | 20,163 | 4,735 | 19,801 | 1,304 | 6,408 | 247 |
| 43-44 | " " | 20,163 | 4,735 | 19,801 | 1,304 | 6,408 | 247 |
| 44-45 | " " | 20,163 | 4,735 | 19,801 | 1,304 | 6,408 | 247 |
| 45-46 | " " | 20,163 | 4,735 | 19,801 | 1,304 | 6,408 | 247 |
| 46-47 | " " | 20,163 | 4,735 | 19,801 | 1,304 | 6,408 | 247 |
| 47-48 | " " | 20,163 | 4,735 | 19,801 | 1,304 | 6,408 | 247 |
| 48-49 | " " | 20,163 | 4,735 | 19,801 | 1,304 | 6,408 | 247 |
| 49-50 | " " | 20,163 | 4,735 | 19,801 | 1,304 | 6,408 | 247 |
| 50-51 | " " | 20,163 | 4,735 | 19,801 | 1,304 | 6,408 | 247 |
| 51-52 | " " | 20,163 | 4,735 | 19,801 | 1,304 | 6,408 | 247 |
| 52-53 | " " | 20,163 | 4,735 | 19,801 | 1,304 | 6,408 | 247 |
| Totals up to date | | 808,980 | Rs. 1,83,931 | 4,04,344 | Rs. 18,448 | Rs. 1,78,497 | 210 |

* Audited figures.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901—concluded.

1901.

| Open mileage. | Period. | Coaching Traffic. | Merchandise and Mineral Traffic. | Other earnings. | Total. | Per mile of railway. | Train mileage. |
|-------------------|-------------------|--------------------|----------------------------------|-----------------|------------|----------------------|----------------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | No. |
| 21-22 | 10 days of Jan. | 20,281 | Rs. 7,800 | 24,778 | Rs. 1,211 | Rs. 8,914 | 241 |
| 22-23 | Week ended 18th " | 20,371 | 4,800 | 24,418 | 1,211 | 6,408 | 241 |
| 23-24 | " " | 22,702 | 4,400 | 20,330 | 1,211 | 6,408 | 241 |
| 24-25 | " " | 20,406 | 4,400 | 20,308 | 1,211 | 6,408 | 241 |
| 25-26 | " " | 27,779 | 4,872 | 23,441 | 1,211 | 6,735 | 241 |
| 26-27 | " " | 24,473 | 4,800 | 23,577 | 1,211 | 6,735 | 241 |
| 27-28 | " " | 27,161 | 4,800 | 21,138 | 1,211 | 6,735 | 241 |
| 28-29 | " " | 22,854 | 4,400 | 21,001 | 1,211 | 6,408 | 241 |
| 29-30 | " " | 20,840 | 4,800 | 21,001 | 1,211 | 6,408 | 241 |
| 30-31 | " " | 23,005 | 4,735 | 21,230 | 1,211 | 6,714 | 241 |
| 31-32 | " " | 24,609 | 4,735 | 20,435 | 1,211 | 6,735 | 241 |
| 32-33 | " " | 24,648 | 4,800 | 20,340 | 1,211 | 6,735 | 241 |
| 33-34 | " " | 24,182 | 4,735 | 20,330 | 1,211 | 6,735 | 241 |
| 34-35 | " " | 22,011 | 4,735 | 20,254 | 1,211 | 6,408 | 241 |
| 35-36 | " " | 23,481 | 4,800 | 20,331 | 1,211 | 6,735 | 241 |
| 36-37 | " " | 23,870 | 4,800 | 20,058 | 1,211 | 6,735 | 241 |
| 37-38 | " " | 23,633 | 4,800 | 20,181 | 1,211 | 6,735 | 241 |
| 38-39 | " " | 26,840 | 4,800 | 20,070 | 1,211 | 6,735 | 241 |
| 39-40 | " " | 22,835 | 4,800 | 20,000 | 1,211 | 6,408 | 241 |
| 40-41 | " " | 21,135 | 4,800 | 19,330 | 1,211 | 6,408 | 241 |
| 41-42 | " " | 27,744 | 4,800 | 20,304 | 1,211 | 6,735 | 241 |
| 42-43 | " " | 26,703 | 4,400 | 20,000 | 1,211 | 6,735 | 241 |
| 43-44 | " " | 21,093 | 4,800 | 19,000 | 1,211 | 6,408 | 241 |
| 44-45 | " " | 21,110 | 4,800 | 19,384 | 1,211 | 6,408 | 241 |
| Totals up to date | | 808,980 | Rs. 1,87,078 | 4,03,478 | Rs. 18,122 | Rs. 1,78,007 | 210 |

DELHI-UMBALLA-KALKA RAILWAY.

Approximate Return of Traffic for week ended 21st June 1902 on 162.24 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|--------------------|--------------------|----------------------------------|--------------|-----------------------------|-----------------|--------------------------|--------------|---------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. L. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week | 22,845 | 18,011 1 0 | 1,15,661 30 | 18,864 8 0 | 50 0 0 | 32,427 8 0 | 5,500 | 4,157 | 14,786 |
| Or per mile of railway | 140 | 114 1 0 | 710 10 0 | 116 1 0 | 0 0 0 | 199 13 8 | 33 6 0 | 25 6 0 | 91 2 0 |
| For previous 52 weeks of half-year | 512,751 | 4,44,010 11 0 | 31,59,104 0 | 3,01,290 3 0 | 1,514 0 0 | 7,47,420 14 0 | 133,400 | 107,800 | 307,200 |
| Total for 54 weeks | 535,596 | 4,62,021 12 0 | 32,74,765 30 | 3,10,150 3 0 | 1,470 0 0 | 7,70,848 4 0 | 138,900 | 111,957 | 312,857 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year. | 22,778 | 17,155 14 1 | 1,00,368 0 | 19,897 5 0 | 30 0 0 | 37,080 5 10 | 5,081 | 4,910 | 11,991 |
| Per mile of railway corresponding week of previous year. | 140 | 105 11 10 | 612 0 0 | 122 7 4 | 0 0 0 | 228 6 9 | 33 6 0 | 30 6 0 | 84 2 0 |
| Total for corresponding 54 weeks of previous year. | 492,008 | 4,39,114 12 2 | 28,78,797 0 | 2,90,021 4 6 | 1,020 2 9 | 7,01,776 2 5 | 130,027 | 107,800 | 304,827 |

* Added No. of passengers 885 and

† Deducted Mds. 28,000 and

‡ Ditto

§ Audited figures up to 17th May 1902.

Rs. 800

" 800

" 17

On account of difference between the approximate and audited figures for the week ended 17th May 1902.

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. |
|-------------------|----------------------|--------------------|----------|----------------------------------|----------|-----------------|----------|----------------------|----------------|
| | | No. of passengers. | Rs. | Mds. | Rs. | Rs. | Rs. | Rs. | No. of trains. |
| 1901-02 | 11 days of Jan. | 20,187 | 16,571 | 1,05,491 | 18,183 | 60 | 34,815 | 212 | 16,247 |
| 1902-01 | Week ended 19th Jan. | 18,445 | 14,000 | 1,01,088 | 16,936 | 64 | 31,050 | 190 | 15,974 |
| 1902-02 | 25th Jan. | 18,285 | 13,985 | 1,01,088 | 16,118 | 68 | 30,116 | 180 | 15,520 |
| 1902-03 | 1st Feb. | 18,353 | 14,095 | 1,12,114 | 11,007 | 70 | 27,763 | 171 | 15,315 |
| 1902-04 | 8th Feb. | 18,702 | 14,045 | 97,202 | 10,127 | 69 | 27,023 | 170 | 15,205 |
| 1902-05 | 15th Feb. | 19,477 | 18,651 | 2,82,705 | 10,004 | 64 | 30,126 | 191 | 16,413 |
| 1902-06 | 22nd Feb. | 21,027 | 17,103 | 1,00,081 | 10,088 | 64 | 32,313 | 205 | 17,597 |
| 1902-07 | 1st March | 22,710 | 18,893 | 1,71,006 | 14,301 | 77 | 33,151 | 204 | 17,731 |
| 1902-08 | 8th March | 23,428 | 19,525 | 94,593 | 11,710 | 80 | 31,820 | 193 | 18,004 |
| 1902-09 | 15th March | 24,045 | 22,000 | 1,35,609 | 11,414 | 80 | 34,529 | 220 | 18,133 |
| 1902-10 | 22nd March | 21,010 | 21,800 | 1,22,853 | 14,579 | 87 | 33,239 | 205 | 18,008 |
| 1902-11 | 29th March | 22,063 | 24,684 | 1,44,797 | 16,558 | 46 | 41,095 | 227 | 18,167 |
| 1902-12 | 5th April | 23,717 | 23,601 | 2,37,016 | 12,078 | 89 | 35,777 | 225 | 18,197 |
| 1902-13 | 12th April | 23,084 | 31,051 | 1,00,084 | 12,766 | 93 | 35,900 | 229 | 18,432 |
| 1902-14 | 19th April | 20,155 | 19,142 | 1,12,127 | 11,806 | 81 | 31,140 | 191 | 18,090 |
| 1902-15 | 26th April | 24,079 | 27,020 | 1,10,010 | 10,940 | 44 | 38,030 | 227 | 18,417 |
| 1902-16 | 3rd May | 22,247 | 21,003 | 1,12,840 | 9,395 | 81 | 30,330 | 188 | 18,054 |
| 1902-17 | 10th May | 23,153 | 20,317 | 84,000 | 12,495 | 59 | 31,901 | 190 | 18,400 |
| 1902-18 | 17th May | 24,040 | 20,057 | 102,884 | 12,052 | 81 | 32,400 | 200 | 18,094 |
| 1902-19 | 24th May | 23,380 | 18,780 | 1,30,400 | 10,407 | 64 | 32,111 | 190 | 18,180 |
| 1902-20 | 31st May | 25,807 | 17,300 | 1,21,833 | 10,064 | 66 | 32,407 | 170 | 18,091 |
| 1902-21 | 7th June | 23,873 | 18,844 | 1,00,725 | 12,434 | 54 | 32,054 | 197 | 18,247 |
| 1902-22 | 14th June | 24,681 | 20,068 | 105,541 | 10,410 | 56 | 30,536 | 190 | 18,700 |
| 1902-23 | 21st June | 25,040 | 18,911 | 1,15,419 | 10,834 | 58 | 32,801 | 200 | 18,750 |
| Totals up to date | | 535,596 | 4,62,021 | 32,74,765 | 3,10,150 | 1,470 | 7,70,848 | 138 | 312,857 |

* Audited figures.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901--concluded.

1901.

| Open mileage. | Period. | No. of passengers. | Rs. | Mds. | Rs. | Other earnings. | Total. | Per mile of railway. | Train mileage. |
|-------------------|----------------------|--------------------|----------|-----------|----------|-----------------|----------|----------------------|----------------|
| | | | | | | | | | |
| 1901-02 | 18 days of Jan. | 24,700 | 22,477 | 1,05,491 | 16,990 | 60 | 39,538 | 240 | 16,247 |
| 1902-01 | Week ended 19th Jan. | 18,707 | 14,000 | 1,01,088 | 16,936 | 64 | 31,050 | 190 | 15,974 |
| 1902-02 | 25th Jan. | 18,353 | 13,985 | 1,01,088 | 16,118 | 68 | 30,116 | 180 | 15,520 |
| 1902-03 | 1st Feb. | 18,353 | 14,095 | 1,12,114 | 11,007 | 70 | 27,763 | 171 | 15,315 |
| 1902-04 | 8th Feb. | 18,702 | 14,045 | 97,202 | 10,127 | 69 | 27,023 | 170 | 15,205 |
| 1902-05 | 15th Feb. | 19,477 | 18,651 | 2,82,705 | 10,004 | 64 | 30,126 | 191 | 16,413 |
| 1902-06 | 22nd Feb. | 21,027 | 17,103 | 1,00,081 | 10,088 | 64 | 32,313 | 205 | 17,597 |
| 1902-07 | 1st March | 22,710 | 18,893 | 1,71,006 | 14,301 | 77 | 33,151 | 204 | 17,731 |
| 1902-08 | 8th March | 23,428 | 19,525 | 94,593 | 11,710 | 80 | 31,820 | 193 | 18,004 |
| 1902-09 | 15th March | 24,045 | 22,000 | 1,35,609 | 11,414 | 80 | 34,529 | 220 | 18,133 |
| 1902-10 | 22nd March | 21,010 | 21,800 | 1,22,853 | 14,579 | 87 | 33,239 | 205 | 18,008 |
| 1902-11 | 29th March | 22,063 | 24,684 | 1,44,797 | 16,558 | 46 | 41,095 | 227 | 18,167 |
| 1902-12 | 5th April | 23,717 | 23,601 | 2,37,016 | 12,078 | 89 | 35,777 | 225 | 18,197 |
| 1902-13 | 12th April | 23,084 | 31,051 | 1,00,084 | 12,766 | 93 | 35,900 | 229 | 18,432 |
| 1902-14 | 19th April | 20,155 | 19,142 | 1,12,127 | 11,806 | 81 | 31,140 | 191 | 18,090 |
| 1902-15 | 26th April | 24,079 | 27,020 | 1,10,010 | 10,940 | 44 | 38,030 | 227 | 18,417 |
| 1902-16 | 3rd May | 22,247 | 21,003 | 1,12,840 | 9,395 | 81 | 30,330 | 188 | 18,054 |
| 1902-17 | 10th May | 23,153 | 20,317 | 84,000 | 12,495 | 59 | 31,901 | 190 | 18,400 |
| 1902-18 | 17th May | 24,040 | 20,057 | 102,884 | 12,052 | 81 | 32,400 | 200 | 18,094 |
| 1902-19 | 24th May | 23,380 | 18,780 | 1,30,400 | 10,407 | 64 | 32,111 | 190 | 18,180 |
| 1902-20 | 31st May | 25,807 | 17,300 | 1,21,833 | 10,064 | 66 | 32,407 | 170 | 18,091 |
| 1902-21 | 7th June | 23,873 | 18,844 | 1,00,725 | 12,434 | 54 | 32,054 | 197 | 18,247 |
| 1902-22 | 14th June | 24,681 | 20,068 | 105,541 | 10,410 | 56 | 30,536 | 190 | 18,700 |
| 1902-23 | 21st June | 25,040 | 18,911 | 1,15,419 | 10,834 | 58 | 32,801 | 200 | 18,750 |
| Totals up to date | | 492,008 | 4,39,115 | 28,78,797 | 2,90,021 | 1,400 | 7,01,776 | 137 | 304,827 |

SOUTH BEAR RAILWAY.

Approximate Return of Traffic for week ended 21st June 1902 on 78.78 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|--------------------|--------------------|----------------------------------|-----------------|-----------------------------|------------------|--------------------------|--------------|--------|
| | No. of passengers. | Coachings revenue. | Weight carried. | Receipts. | | | Coachings. | Merchandise. | Total. |
| Total traffic for the week (on the whole of railway) | 16,616 | Rs. 1,346 10 0 | Mds. 33,522 10 | Rs. 1,612 5 0 | Rs. 27 0 0 | Rs. 1,373 5 0 | 1,301 | 1,170 | 2,471 |
| For previous week of half-year | 16,616 | Rs. 1,346 10 0 | Mds. 33,522 10 | Rs. 1,612 5 0 | Rs. 27 0 0 | Rs. 1,373 5 0 | 1,301 | 1,170 | 2,471 |
| Total for 24 weeks | 342,777 | Rs. 1,75,329 7 0 | Mds. 11,78,799 10 | Rs. 81,962 10 0 | Rs. 518 0 0 | Rs. 2,67,710 1 0 | 48,306 | 24,513 | 72,819 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year | 14,809 | Rs. 6,816 0 3 | Mds. 44,306 10 | Rs. 3,767 11 0 | Rs. 20 12 9 | Rs. 10,099 6 3 | 8,060 | 1,231 | 9,291 |
| For mile of railway corresponding week of previous year | 188 | Rs. 8 6 | Mds. 561 | Rs. 47 11 4 | Rs. 0 5 5 | Rs. 13 9 3 | 101 | 15 | 116 |
| Total for corresponding 24 weeks of present year | 342,777 | Rs. 1,75,329 7 0 | Mds. 11,78,799 10 | Rs. 81,962 10 0 | Rs. 518 0 0 | Rs. 2,67,710 1 0 | 48,306 | 24,513 | 72,819 |

* Added number of passengers 681 and
 * Deducted Mds. 607 and
 * Deducted
 * Audited figures up to 15th May 1902.

Ra. 113 On account of difference between the approximate and audited figures for the week ended
 104 15th May 1902.
 25

1902.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|-------------------|-----------------|--------------------|----------|----------------------------------|--------|-----------------|----------|----------------------|----------------|-----------|
| | | No. of passengers. | Ra. | Mds. | Ra. | Ra. | Ra. | Ra. | No. | Ra. A. P. |
| 1901-78 | 11 days of Jan. | 19,416 | 10,417 | 55,737 | 3,247 | 20 | 14,684 | 179 | 4,667 | 3 1 4 |
| 1901-79 | Week ended 19th | 12,320 | 8,438 | 33,858 | 2,687 | 19 | 11,154 | 101 | 2,825 | 2 11 0 |
| 1901-80 | 25th | 18,748 | 6,048 | 51,815 | 2,865 | 24 | 20,637 | 125 | 5,245 | 3 7 0 |
| 1901-81 | 1st Feb. | 12,315 | 4,248 | 44,970 | 2,173 | 9 | 16,539 | 107 | 3,162 | 2 10 10 |
| 1901-82 | 8th | 13,181 | 6,718 | 22,170 | 3,320 | 14 | 10,250 | 114 | 3,011 | 2 14 8 |
| 1901-83 | 15th | 12,318 | 6,804 | 20,804 | 2,135 | 18 | 9,843 | 112 | 2,863 | 2 2 6 |
| 1901-84 | 22nd | 14,289 | 8,169 | 33,786 | 3,678 | 21 | 16,554 | 126 | 3,803 | 2 9 0 |
| 1901-85 | 1st March | 13,020 | 6,408 | 37,121 | 2,819 | 21 | 11,846 | 149 | 2,835 | 4 7 7 |
| 1901-86 | 8th | 14,498 | 6,678 | 30,522 | 3,779 | 24 | 12,163 | 155 | 2,874 | 4 5 9 |
| 1901-87 | 15th | 16,540 | 8,140 | 32,898 | 3,265 | 29 | 13,543 | 170 | 3,008 | 4 1 7 |
| 1901-88 | 22nd | 10,124 | 6,009 | 33,914 | 4,828 | 17 | 13,854 | 177 | 3,083 | 4 10 8 |
| 1901-89 | 29th | 13,861 | 8,170 | 22,300 | 4,037 | 22 | 12,217 | 155 | 3,091 | 3 13 9 |
| 1901-90 | 5th April | 16,590 | 8,940 | 31,003 | 4,816 | 23 | 13,174 | 169 | 3,093 | 4 7 4 |
| 1901-91 | 12th | 14,153 | 7,031 | 32,610 | 4,830 | 23 | 13,174 | 169 | 3,093 | 4 7 4 |
| 1901-92 | 19th | 14,798 | 7,076 | 45,251 | 3,830 | 13 | 10,130 | 130 | 2,814 | 3 12 0 |
| 1901-93 | 26th | 14,371 | 8,737 | 35,323 | 4,018 | 23 | 10,771 | 124 | 3,071 | 3 2 11 |
| 1901-94 | 3rd May | 13,704 | 8,780 | 36,743 | 4,163 | 24 | 10,846 | 120 | 3,150 | 3 2 3 |
| 1901-95 | 10th | 14,403 | 8,350 | 40,096 | 3,823 | 19 | 10,497 | 127 | 3,003 | 3 5 3 |
| 1901-96 | 17th | 14,037 | 6,081 | 40,037 | 3,466 | 20 | 10,564 | 121 | 3,003 | 3 3 1 |
| 1901-97 | 24th | 14,077 | 6,003 | 47,389 | 3,823 | 24 | 10,312 | 130 | 2,843 | 3 9 8 |
| 1901-98 | 31st | 13,294 | 6,110 | 37,861 | 3,810 | 22 | 9,738 | 124 | 2,803 | 3 4 8 |
| 1901-99 | 7th June | 13,774 | 6,082 | 44,340 | 3,134 | 22 | 10,145 | 129 | 2,835 | 3 9 3 |
| 1902-00 | 14th | 13,034 | 6,663 | 51,430 | 3,229 | 22 | 9,980 | 121 | 3,072 | 3 1 6 |
| 1902-01 | 21st | 10,876 | 7,340 | 35,833 | 3,033 | 23 | 9,404 | 120 | 2,071 | 3 3 7 |
| Totals up to date | | 342,777 | 1,75,329 | 11,78,799 | 81,963 | 518 | 2,67,710 | 123 | 72,819 | 3 8 0 |

* Audited figures.

Abstract of progressive weekly returns of all earnings for 1902 in comparison with 1901--concluded.

1901.

| Open mileage. | Period. | Coaching Traffic. | | Merchandise and Mineral Traffic. | | Other earnings. | Total. | Per mile of railway. | Train mileage. | |
|-------------------|-----------------|--------------------|----------|----------------------------------|--------|-----------------|----------|----------------------|----------------|-----------|
| | | No. of passengers. | Ra. | Mds. | Ra. | Ra. | Ra. | Ra. | No. | Ra. A. P. |
| 1901-78 | 17 days of Jan. | 18,079 | 6,256 | 39,743 | 4,329 | 67 | 12,543 | 140 | 3,480 | 2 8 9 |
| 1901-79 | Week ended 19th | 11,073 | 6,045 | 30,020 | 3,016 | 10 | 9,091 | 103 | 2,368 | 2 8 1 |
| 1901-80 | 25th | 12,676 | 6,005 | 44,173 | 2,865 | 41 | 9,989 | 146 | 3,220 | 2 12 3 |
| 1901-81 | 1st Feb. | 14,673 | 7,229 | 44,110 | 2,780 | 23 | 10,144 | 128 | 3,220 | 2 9 1 |
| 1901-82 | 8th | 14,786 | 6,170 | 43,030 | 3,541 | 24 | 10,574 | 128 | 3,204 | 2 4 7 |
| 1901-83 | 15th | 15,098 | 8,461 | 51,737 | 3,070 | 40 | 12,189 | 155 | 3,225 | 3 12 4 |
| 1901-84 | 22nd | 16,704 | 9,225 | 32,445 | 4,130 | 25 | 12,341 | 157 | 3,280 | 3 10 0 |
| 1901-85 | 1st March | 14,428 | 7,941 | 44,793 | 3,840 | 46 | 11,933 | 143 | 3,232 | 3 15 6 |
| 1901-86 | 8th | 14,400 | 7,088 | 40,890 | 3,699 | 45 | 12,337 | 120 | 3,305 | 3 1 0 |
| 1901-87 | 15th | 14,781 | 6,770 | 40,687 | 3,703 | 50 | 12,572 | 129 | 3,279 | 3 14 1 |
| 1901-88 | 22nd | 13,330 | 6,173 | 40,803 | 4,802 | 41 | 12,824 | 128 | 3,465 | 3 12 3 |
| 1901-89 | 29th | 13,723 | 6,480 | 39,180 | 4,804 | 41 | 11,134 | 141 | 3,287 | 3 6 10 |
| 1901-90 | 5th April | 11,701 | 5,804 | 33,217 | 3,041 | 41 | 9,365 | 116 | 3,209 | 3 12 3 |
| 1901-91 | 12th | 13,188 | 6,197 | 47,309 | 3,643 | 25 | 9,103 | 116 | 3,207 | 3 12 4 |
| 1901-92 | 19th | 11,949 | 5,365 | 45,804 | 3,181 | 28 | 8,583 | 106 | 3,008 | 3 9 8 |
| 1901-93 | 26th | 11,120 | 5,234 | 39,296 | 3,187 | 28 | 8,540 | 113 | 2,967 | 3 10 10 |
| 1901-94 | 3rd May | 9,672 | 4,161 | 46,753 | 2,478 | 27 | 7,804 | 87 | 2,806 | 3 3 1 |
| 1901-95 | 10th | 13,370 | 6,540 | 34,306 | 4,204 | 17 | 10,170 | 124 | 3,207 | 3 8 1 |
| 1901-96 | 17th | 11,817 | 6,378 | 31,808 | 4,220 | 21 | 10,029 | 120 | 3,208 | 3 3 6 |
| 1901-97 | 24th | 13,443 | 6,276 | 37,254 | 4,625 | 24 | 10,144 | 128 | 3,544 | 3 1 0 |
| 1901-98 | 31st | 14,778 | 6,068 | 30,978 | 3,897 | 24 | 9,147 | 110 | 3,380 | 3 12 8 |
| 1901-99 | 7th June | 14,178 | 6,447 | 32,620 | 3,810 | 23 | 10,479 | 123 | 3,207 | 3 8 9 |
| 1902-00 | 14th | 14,071 | 7,117 | 34,009 | 2,689 | 19 | 9,618 | 123 | 3,218 | 3 16 8 |
| 1902-01 | 21st | 14,309 | 6,816 | 44,341 | 3,705 | 27 | 10,000 | 126 | 3,207 | 3 2 8 |
| Totals up to date | | 342,841 | 1,81,776 | 12,02,376 | 86,117 | 539 | 2,68,333 | 126 | 73,304 | 3 1 0 |

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Approximate Return of Traffic and Mileage for the week ended 21st June 1902 on 139 miles open.

| | * COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAM-MILES RCF. | | |
|---|-----------------------|----------------------|----------------------------------|---------------------|------------------|----------------------|-------------------------|--------------|---------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week ... | 88,150 | Rs. A. P. 39,337 0 0 | Mds. M. 41,450 0 | Rs. A. P. 3,170 0 0 | Rs. A. P. 40 0 0 | Rs. A. P. 22,562 0 0 | 8,554 | 2,67 | 3,302 |
| Or per mile of railway ... | 301 | 149 0 0 | 294 0 | 23 0 0 | | 178 0 0 | | | |
| For previous 24 weeks of half-year ... | 880,701 | 3,46,123 0 0 | 11,40,054 0 | 1,14,155 0 0 | 80,500 0 0 | 5,80,767 0 0 | 83,541 | 59,140 | 141,681 |
| Total for 25 weeks ... | 968,851 | 3,65,456 0 0 | 11,80,957 0 | 1,17,333 0 0 | 80,550 0 0 | 5,78,312 0 0 | 83,533 | 61,317 | 144,850 |
| COMPARISONS. | | | | | | | | | |
| Total for corresponding week of previous year ... | 51,778 | 14,281 0 0 | 50,000 0 | 5,888 0 0 | 303 0 0 | 20,450 0 0 | 2,020 | 2,274 | 4,294 |
| Per mile of railway corresponding week of previous year ... | 208 | 110 0 0 | 203 0 | 43 0 0 | 3 0 0 | 184 0 0 | | | |
| Total to corresponding date of previous year ... | 922,660 | 3,70,014 0 0 | 11,30,447 0 | 1,06,550 0 0 | 1,23,501 0 0 | 5,07,880 0 0 | 102,780 | 83,300 | 166,080 |

* Audited up to week ending 25th April 1902.
† Coaching traffic calculated on 139 miles only.

ASSAM-BENGAL RAILWAY.

Approximate Return of Traffic for the week ended 21st June 1902 on 335 miles open for all descriptions of traffic and an additional 31 miles for goods and parcels traffic only.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAM-MILES RCF. | | |
|---|--------------------|----------------------|----------------------------------|----------------------|-------------------|----------------------|-------------------------|--------------|---------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week ... | 36,240 | Rs. A. P. 14,422 0 0 | Mds. M. 1,00,210 0 | Rs. A. P. 11,744 0 0 | Rs. A. P. 103 0 0 | Rs. A. P. 34,108 0 0 | 7,041 | 0,608 | 13,619 |
| Or per mile of railway ... | 7523 | 55 00 | 18038 | 2473 | 1 08 | 58 37 | 12 00 | 1 17 | 22 17 |
| For previous 24 weeks of half-year ... | 820,853 | 2,91,561 0 0 | 10,12,413 0 | 2,07,025 0 0 | 37,314 0 0 | 4,92,330 0 0 | 100,000 | 157,233 | 207,233 |
| Total for 25 weeks ... | 927,114 | 2,96,083 0 0 | 11,12,626 0 | 2,18,748 0 0 | 37,417 0 0 | 5,24,165 0 0 | 107,041 | 157,841 | 207,079 |
| COMPARISONS. | | | | | | | | | |
| Total for corresponding week of previous year ... | 51,580 | 16,951 0 0 | 1,34,451 0 | 18,440 0 0 | 1,521 0 0 | 40,215 0 0 | 6,668 | 7,644 | 13,700 |
| Per mile of railway corresponding week of previous year ... | 5004 | 50 00 | 222 00 | 37 00 | 4 15 | 70 61 | 10 67 | 1 22 | 24 80 |
| Total to corresponding date of previous year ... | 917,100 | 2,95,055 0 0 | 10,96,001 0 | 2,11,810 0 0 | 75,365 0 0 | 4,87,330 0 0 | 120,055 | 173,184 | 207,140 |

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam-Bengal Railway.

| RECEIPTS FOR THE WEEK ENDING 21st JUNE 1902. | | | RECEIPTS FOR THE WEEK ENDING 25th JUNE 1901. | | | TOTAL RECEIPTS FROM 1st APRIL 1902 TO 21st JUNE 1902. | | | TOTAL RECEIPTS FROM 1st APRIL 1901 TO 25th JUNE 1901. | | | Total for 1902. | Total for 1901. |
|--|------------|------------------|--|------------|------------------|---|-----------------|------------------|---|-----------------|------------------|-----------------|-----------------|
| Mean mileage worked. | Receipts. | Per mile worked. | Mean mileage worked. | Receipts. | Per mile worked. | Mean mileage worked. | Total receipts. | Per mile worked. | Mean mileage worked. | Total receipts. | Per mile worked. | Rs. | Rs. |
| 335 | Rs. 26,916 | 80 33 | 335 | Rs. 40,210 | 70 61 | 573 | Rs. 5,98,743 | ... | 573 | Rs. 5,01,042 | ... | Rs. 1,09,398 | Rs. 1,09,398 |

SEGOWALIE-RAKSALU BRANCH RAILWAY.

(WORKED BY THE B. & N.W. RAILWAY.)

Audited Return of Traffic for week ending 10th May 1902 on 18 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|---------------------|-----------|----------------------------------|-----------|-----------------|-----------------|--------------------------|--------------|--------|
| | Passengers carried. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | No. | Rs. A. P. | Mds. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for the week on 18 miles open | 2,744 | 472 1s 0 | 10,789 | 647 18 3 | 10 5 0 | 1,140 6 3 | 578 | 138 | 716 |
| Of which:— | | | | | | | | | |
| For the mile of railway | 101'44 | 20 10 6 | 508'83 | 24 1 0 | 0 9 4 | 63 6 7 | — | — | — |
| For previous 17½ weeks of half-year | 60,134 | 5,115 7 0 | 2,05,640 | 5,305 4 5 | 170 2 0 | 14,185 13 5 | 6,543 | 2,340 | 8,883 |
| Total for 18½ weeks | 60,878 | 5,587 2 0 | 2,16,429 | 5,542 8 7 | 180 7 0 | 14,834 9 7 | 7,016 | 2,478 | 9,494 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year on 18 miles open | 2,385 | 346 10 0 | 18,840 | 260 13 4 | 10 1 0 | 417 0 1 | 370 | 100 | 470 |
| For mile of railway corresponding week of previous year | 208'00 | 10 4 2 | 770'83 | 14 7 10 | 0 8 11 | 34 4 11 | — | — | — |
| Total for corresponding date of previous year | 59,634 | 5,430 5 0 | 2,33,227 | 5,654 1 0 | 620 13 0 | 14,010 1 0 | 6,730 | 2,175 | 8,905 |



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, JULY 16, 1902.

OFFICIAL PAPERS.

[Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on payment of five rupees per annum if delivered in Calcutta, or seven rupees and eight annas if sent by post.]

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WEATHER AND CROP REPORT.

For the week ending the 14th July 1902.

Burdwan.—Rainfall at Sadar 1·72, Kalna 3·09, Katwa 0·30, Raniganj 1·07. Weather hot and sultry. Ploughing and sowing continue. Transplantation commenced in some places. Fodder and water sufficient. Condition of cattle good. Common rice sells at 12 seers per rupee.

Birbhum.—Rainfall at Sadar 1·25, Rampur Hat 0·63. Weather hot and cloudy. More rain wanted. Transplantation going on. Sugarcane promising. Fodder and water sufficient. Common rice sells at 12 seers per rupee.

Bankura.—Rainfall at Sadar 1·17. Weather hot and cloudy with occasional rain. More rain wanted. Sugarcane doing well. Transplantation of paddy going on. Fodder and water sufficient. Rice sells at 12½ seers per rupee.

Midnapore.—Rainfall at Sadar 1·47, Contai 1·57, Tamluk 1·49, Ghatal 1·58. Weather hot. More rain wanted for paddy. Transplantation going on. Fodder and water sufficient. Cattle disease reported from thana Sinpur. Common rice sells as follows:—

| | Srs. | ch. | |
|--------|------|-------|--------------|
| Sadar | ... | 12 8 | } per rupee. |
| Contai | ... | 12 6 | |
| Tamluk | ... | 11 12 | |
| Ghatal | ... | 12 0 | |

Hooghly.—Rainfall at Sadar 2.76, Serampore 1.76, Arambagh 1.53. Weeding of *aman*, sugarcane and jute progressing. Common rice sells as follows:—

| | Srs. | ch. | |
|-----------|------|-------|--------------|
| Sadar | ... | 10 0 | } per rupee. |
| Serampore | ... | 10 10 | |
| Arambagh | ... | 12 1½ | |

Howrah.—Rainfall at Sadar 1.71, Ulubaria 3.05. Fall general, but the amount of rainfall at Ulubaria was nearly double of that in Sadar. It has done good generally to all the crops; and no more rain is wanted at present at Ulubaria, but in the Sadar showers are wanted at intervals. Weather seasonable. Fodder and water sufficient. No cattle-disease. Common rice sells at Sadar at 10½ seers and at Ulubaria at 11 seers per rupee.

24-Parganas.—Rainfall at Sadar 1.53, Barasat 1.43, Basirhat 2.91, Diamond Harbour 4.46. Weather—Intermittent storm and sunshine. State and prospect of standing crops good, but more rain is wanted in Barasat and Basirhat. Transplantation of *aman* going on. Common rice sells at 12 seers. Condition of cattle good. Supply of fodder and water sufficient.

Nadia.—Rainfall at Sadar 1.80, Ranaghat 1.08, Chuadanga 1.85, Meherpur 1.00, Kushtia 0.83. Weather hot and cloudy. Fodder and drinking water sufficient. Common rice sells as follows:—

| | Srs. | ch. | |
|-----------|------|-------|--------------|
| Sadar | ... | 11 0 | } per rupee. |
| Ranaghat | ... | 11 0 | |
| Chuadanga | ... | 11 0 | |
| Meherpur | ... | 10 11 | |
| Kushtia | ... | 11 4 | |

Murshidabad.—Rainfall at Sadar 1.70, Kandi 1.23, Jangipur 4.33, Lalbagh 2.18. Weather seasonable. *Bhadoi* being harvested in Jangipur subdivision. Rain wanted for transplantation of *aman* seedlings in Kandi subdivision. The prospect of jute is good. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

| | Srs. | ch. | |
|----------|------|-------|--------------|
| Sadar | ... | 10 12 | } per rupee. |
| Kandi | ... | 12 0 | |
| Jangipur | ... | 11 8 | |
| Lalbagh | ... | 11 4 | |

Jessore.—Rainfall at Sadar 1.75, Jhenida 1.54, Magura 1.42, Bangaon 1.30. No report received from Narail. More rain wanted, otherwise weather seasonable. Prospects of crops good. Fodder and water sufficient. No cattle-disease. Common rice sells at 12 seers per rupee.

Khulna.—Rainfall at Sadar 1.62, Bagerhat 2.92, Satkhira 2.03. Weather seasonable. Cultivation and sowing of *aman* going on. State of crops continues favourable. Fodder and water sufficient. Common rice sells as follows:—

| | Srs. | ch. | |
|----------|------|------|--------------|
| Sadar | ... | 12 0 | } per rupee. |
| Bagerhat | ... | 12 0 | |
| Satkhira | ... | 10 8 | |

Rajshahi.—Rainfall at Sadar 1.93, Nator 1.45, Naugaon 1.64. Transplantation of winter paddy in progress. Cutting of jute begun. Sporadic cases of cattle-disease reported from Nator. Common rice sells at 12 seers per rupee.

Dinajpur.—Rainfall at Sadar 6.47. Fall in the district general, varying from 1.09 to 18.11. Weather seasonable. Standing crops good. Transplanting of winter rice progressing. No cattle-disease. Fodder and drinking-water plentiful. Rice selling at 12 seers per rupee.

Jalpaiguri.—Rainfall at Sadar 9.33, Alipore Duars 20.36. Weather seasonable. Transplantation of *haimanti* paddy going on. Prospect of *haimanti* and *bhadoi* paddy satisfactory. Common rice sells at 10½ seers a rupee. Fodder and water sufficient.

Darjeeling.—Rainfall at Sadar 4.35, Kurseong 11.74, Siliguri 18.23, Kalimpong 4.48. *Hill*—Potato being plucked. *Haimanti dhan* being cultivated. Maize, *chota marna* and *bhadoi dhan* doing well. *Haimanti* paddy being transplanted. Prospects good. Coarse rice sells as follows:—

| | Srs. | ch. | |
|------|------|------|--------------|
| Hill | ... | 8 0 | } per rupee. |
| Tera | ... | 11 0 | |

Maize sells at Darjeeling at 16 seers and at Kalimpong at 18 seers per rupee.

Rangpur.—Rainfall at Sadar 6.71. Fall general. Weather cloudy and rainy. Cutting of *aus* and jute and transplantation of *aman* going on. Prospects not favourable at Nilphamari and Gaibanda. Common rice sells at 11 seers per rupee.

Bogra.—Rainfall at Sadar 2.66. Fall general. Weather hot and cloudy. Cutting of *aus* and jute and transplantation of *aman* commenced. Prospects good. Fodder and water sufficient. Common rice sells at 11½ seers per rupee.

Pabna.—Rainfall at Sadar 0.09, Sirajganj 3.10. Fall general. Weather hot and partially cloudy. Weeding of paddy and jute continues. Prospects of standing crops fair. Fodder and water sufficient. No cattle-disease. *Aus* harvesting commenced. Common rice sells at 10 seers per rupee.

Dacca.—Rainfall at Sadar 2.02, Manikganj 1.02, Munshiganj 3.58, Narayanganj 5.42. Prospects of crops fair. Weather seasonable. Fodder available. No cattle-disease. Common rice sells at 11 seers per rupee.

Mymensingh.—Rainfall at Sadar 6.30, Jamalpur 7.07, Kishorganj 4.66, Nitrokon 18.01, Tangail 4.49. Weather rainy and hot. *Bhadoi* and jute crops have suffered owing to excessive rain. Transplantation of winter rice continues. Water sufficient. No cattle-disease. Common rice sells as follows:—

| | Srs. | ch. | |
|------------|------|-----|-----|
| Sadar | ... | ... | ... |
| Kishorganj | ... | ... | ... |
| Jamalpur | ... | ... | ... |
| Netrokona | ... | ... | ... |
| Tangail | ... | ... | ... |

Faridpur.—Rainfall at Sadar 1.25, Goalundo 0.57, Madaripur 2.34. Weather seasonable. Prospects of crops improving. Fodder sufficient. No cattle-disease. Common rice sells at 11 seers a rupee.

Backergunge.—Rainfall at Sadar 2.23. Fall general. Weather seasonable. Transplantation of *aman* continues. Cattle-disease reported from thana Matbari. Fodder sufficient. Common rice sell at 10 seers per rupee.

Tippera.—Rainfall at Sadar 2.62, Brahmanbaria 1.71, Chondpur 2.03. Weather seasonable. Prospects of standing crops good at Brahmanbaria, but not so at Sadar. Transplantation of *aman* still continues. Fodder and water sufficient. Average price of common rice is 11 seers 6 chitaks per rupee.

Noakhali.—Rainfall at Sadar 3.71, Feni 5.89. Fall general. Weather seasonable. Prospects of *aus* fair. Transplantation of *aman* commenced. Fodder and water sufficient. Cattle-disease at Compaungunge. Common rice sells at Sadar at 10 seers and at Feni at 12 seers per rupee.

Chittagong.—Rainfall at Sadar 0.02, Cox's Bazar 1.23. Ploughing for *aman* crops going on. Cattle-disease prevalent in parts of the district. Water and fodder sufficient. Common rice sells at 12 seers per rupee.

Chittagong Hill Tracts.—Rainfall at Sadar 3.68. Fall general. Weather fine with occasional showers. *Joom* crops progressing. Ploughing and sowing continues. No cattle-disease. Common rice selling at 12 seers per rupee.

Patna.—Rainfall at Patna 2.46, Barh 1.12, Bihar 2.81, Dinapore 3.12, Hilsa 1.92, Bikram 2.37. Weather hot and cloudy. Rain has done some good. *Murua* being transplanted. *Dhan* being sown. Sowing of Indian-corn going on. Sugarcane doing well. No cattle-disease. Common rice sells as follows:—

| | Srs. | ch. | |
|----------|------|-----|-----|
| Patna | ... | ... | ... |
| Barh | ... | ... | ... |
| Bihar | ... | ... | ... |
| Dinapore | ... | ... | ... |

Gaya.—Rainfall at Sadar 3.22, Jahanabad 4.29, Aurangabad 2.58, Nawadah 3.33. Sowing of maize almost over, but transplantation of *marua* only about half done. Sugarcane doing well. More rain wanted. No cattle-disease. Fodder and water for cattle sufficient. Average price of common rice is 10½ seers per rupee.

Shahabad.—Rainfall at Sadar 1.77, Buxar 3.34, Bhabhua 5.16, Sasaram 3.55, Dehri 2.20. Weather hot with passing clouds. Rain has benefitted the sowing of *bhadoi* and paddy. Sugarcane good. Fodder and water sufficient. No cattle-disease. Common rice sells at Sadar at 11 seers a rupee.

Saran.—Rainfall at Sadar 0.40, Siwan 2.78, Gopalganj 2.18. Weather cloudy and very hot. Standing crops doing fairly well. More rain wanted. Fodder and water sufficient. No cattle-disease. Common rice sells at 11 seers per rupee.

Champaran.—Rainfall at Sadar 8.26, Bettiah 7.73. Weather hot and cloudy. Sowing of maize estimated at 95 per cent., coming up well. Transplantation of rice progressing. Heavy fall has much improved agricultural prospects. No cattle-disease. Fodder and water sufficient. Common rice sells at 12½ seers and maize 23½ seers per rupee.

Muzaffarpur.—Rainfall at Sadar 3.34, Hajipur 1.58, Sitamarhi 1.21. Weather hot and cloudy occasionally. Sowing of paddy and *bhadoi* crops still going on. Prospects of crops improved by recent rain. More rain wanted. Fodder and water sufficient. Cattle-disease in Sitamarhi subdivision much abated. Prices are—Common rice 11½ seers and maize 19 seers a rupee.

Darbhanga.—Rainfall at Sadar 2.03, Samastipur 2.53, Madhubani 0.71. Weather very hot and cloudy. More rain urgently wanted for transplantation of paddy seedlings. Fodder and water sufficient. Cattle-disease is reported from Darbhanga and Warisnagar thanas. Common rice sells as follows:—

| | | | Srs. ch. | |
|------------|-----|-----|----------|--------------|
| Sadar | ... | ... | 11 4 | } per rupee. |
| Samastipur | ... | ... | 12 0 | |
| Madhubani | ... | ... | 11 6 | |

Monghyr.—Rainfall at Sadar 0.71, Begusarai 2.07, Jamui 0.74. Weather seasonable. *Bhadoi* and paddy sowings going on. The rainfall of the week has been beneficial to the crops, but more rain still wanted. Transplantation of *marua* and paddy commenced in places. Standing crops promising. Fodder and water sufficient. A few cases of cattle-disease reported from Begusarai thana. Common rice sells at Sadar at 10 seers 11 chitaks and at subdivisions at 11 seers per rupee.

Bhagalpur.—Rainfall at Sadar 2.76, Banka 2.10, Madhipura 2.19, Supaul 1.63. Weather cloudy. Transplantation of *bhadoi* and *aghani* paddy going on. Sugarcane and *janera* doing well. Recent rainfall has done immense good. More rain wanted. *Marua* in Supaul has been damaged by drought. Cattle-disease reported from everywhere. Fodder and water sufficient. Common rice sells as follows:—

| | | | Srs. ch. | |
|-----------|-----|-----|----------|--------------|
| Sadar | ... | ... | 12 6 | } per rupee. |
| Banka | ... | ... | 12 0 | |
| Madhipura | ... | ... | 13 0 | |
| Supaul | ... | ... | 13 0 | |

Purnea.—Rainfall at Sadar 0.84, Kishanganj 6.86, Araria 6.06. Fall general, but very scanty at Sadar, where want of rain is keenly felt by the agriculturists. Prospects on the whole good. Weather variable. A few cases of cattle-disease reported from Koari and Palesi outposts. Fodder and water sufficient. Common rice sells at Sadar at 10 seers and at Kishanganj and Araria at 11 seers per rupee.

Malda.—Rainfall at Sadar 2.00, Sibganj 3.10, Gajol 4.04. Weather very hot and cloudy. Transplantation of winter rice going on. No cattle-disease. Fodder and water available. Common rice sells at 11 seers per rupee.

Sontal Parganas.—Rainfall at Sadar 1.51, Deoghur 1.20, Godda 1.87, Jamtara 2.18, Pakaur 6.49, Rajmahal 0.59. Weather nuduly warm though with occasional showers. Indian-corn and sugarcane flourishing. More rain wanted for paddy transplantation. Fodder and water sufficient. Price of common rice at Sadar is 13 seers per rupee.

Cuttack.—Rainfall at Sadar 4.42. Fall general. Weather of settled monsoon character. *Benti* and *sarad* growing well and *beati* being weeded and harrowed in places. Prospects good. Fodder and water sufficient. Common rice sells at 13 seers 2 chitaks at Sadar.

Balasore.—Rainfall at Sadar 2.02. Fall general. Transplantation begun. Weeding of paddy going on, prospects of crop good. Sugar-cane and standing crops progressing. Jute and oilseeds doing well. Rice sells at 13 and 15 seers per rupee at Sadar and Bhadrak respectively. No cattle-disease. Fodder and water ample.

Angul.—Rainfall at Sadar 0.81, Chhindipada 2.09, Tikerpara 3.00, Bissipara 1.77. Monsoon set in. Sowing of *bhadoi* and *sarad* crop nearly over. Seeds germinating well. Fodder and water obtainable. No cattle-disease. Weather rainy with high wind. Common rice sells at 12 and 15 seers per rupee at Sadar and interior respectively.

Puri.—Rainfall at Sadar 2.28. Rainfall general and favourable to *bhadoi* crops. Weather cloudy. Winter rice growing well. Sugarcane, cotton and other miscellaneous crops doing well. Fodder and water-supply sufficient. Rice sells at 13 seers 12 chitaks per rupee.

Hazaribagh.—Rainfall at Sadar 1·75, Giridih 2·01. Weather hot and cloudy. Ploughing and sowing continues. Weeding of *makai* crop commenced. Fodder sufficient. Water scarce. Common rice sells at 11½ seers per rupee. More rain wanted.

Ranchi.—Rainfall 1·88. Weather hot and cloudy. Sowing of *bhadai* and winter rice in progress. More rain wanted. Cattle-disease reported from three thanas. Fodder and water sufficient. Common rice sells at 18½ seers per rupee.

Palamu.—Rainfall at Sadar 1·70. Fall general. Weather cloudy. *Bhadai* sowings in progress. Prospects fair. Sugarcane doing well. Cattle-disease decreasing. Fodder and water sufficient. Rice selling at Sadar at 10 seers 2 chitaks per rupee.

Manbhum.—Rainfall at Sadar 0·92, Gobindpur 2·23. Weather hot and cloudy. Prospects of standing crops good. Transplantation of winter rice retarded in most thanas for want of rain. Fodder and water sufficient. Cattle-disease reported from thana Parulia. Common rice selling at Sadar at 12 seers and at Gobindpur at 11 seers per rupee.

Singbhum.—Rainfall at Sadar 2·49. Weather seasonable. Transplantation of paddy and rearing of *lasar* in progress. More rain needed. Average price of rice is 1·4 seers 10 chitaks in the district; at Chaibassa 12 seers per rupee.

General Summary.—Rain fell during the week throughout the Province. The fall was heaviest in North Bengal. Several parts of Bihar and Chota Nagpur and a few districts of the Burdwan and Presidency Divisions are in need of more rain. Agricultural operations being pushed on vigorously. Transplantation of winter rice continues. Autumn crops and sugarcane are generally promising. Cutting of early rice and jute has commenced at places. Cattle-disease reported from 13 districts. Fodder sufficient. No want of water except in Hazaribagh. The price of common rice has risen in 8 districts, fallen in 9, and is stationary in the rest.

By order of the Lieutenant-Governor of Bengal,

W. C. MACPHERSON,

Offg. Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,
The 15th July 1902.

Meteorological Report of the Province

| STATION OBSERVATIONS. | DIVISION. | District. | Representative stations. | Atm. Pressure. | | | | | Wind. | | TEMPERATURE. | | | | | | |
|-----------------------|-----------|-----------|--------------------------|--------------------------------------|-------------------------------------|-----------------------------------|---|---|---|--------------------------|-------------------------------|-------------------|------------------|---------------------------------|---------------------------------|-------------------------|-----------------------------|
| | | | | Highest, 3 a.m., barometric reading. | Lowest, 3 a.m., barometric reading. | Mean, 3 a.m., barometric reading. | Mean reduced for sea-level and constant pressure, 31.7, Lat. 85°. | Mean reduced for sea-level and constant pressure, 31.7, Lat. 85°. | Mean reduced for sea-level and constant pressure, 31.7, Lat. 85°. | Mean direction at 6 a.m. | Mean velocity in miles daily. | Highest of month. | Lowest of month. | Mean daily maximum temperature. | Mean daily minimum temperature. | Mean daily temperature. | Variation from normal mean. |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| SOUTH-WEST BENGAL. | Burdwan | Burdwan | Burdwan | 29.683 | 29.348 | 29.517 | 29.543 | +0.000 | 818°W | 84 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | |
| | | Burdwan | Burdwan | 29.438 | 29.139 | 29.288 | 29.239 | — | 818°E | 41 | 104.2 | 69.0 | 84.9 | 75.7 | 87.8 | +0.1 | |
| | | Burdwan | Burdwan | 29.453 | 29.131 | 29.288 | 29.239 | — | 831°E | 108 | 100.1 | 69.4 | 87.8 | 75.5 | 88.7 | +1.1 | |
| | | Burdwan | Burdwan | 29.000 | 29.018 | 29.408 | 29.280 | +0.000 | 811°E | 100 | 101.3 | 78.1 | 95.3 | 78.9 | 87.2 | +0.7 | |
| | | Burdwan | Burdwan | 29.000 | 29.018 | 29.408 | 29.280 | +0.000 | 811°E | 100 | 101.3 | 78.1 | 95.3 | 78.9 | 87.2 | +0.7 | |
| Presidency | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| Rajshahi | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| Dacca | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| Chittagong | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| Feni | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| Rangpur | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| Orissa | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| Mizoram | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| Nagaland | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| Assam | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |
| | Burdwan | Burdwan | 29.718 | 29.418 | 29.568 | 29.543 | +0.011 | 818°W | 48 | 100.4 | 70.8 | 84.0 | 75.8 | 85.7 | +0.1 | | |

* Mean of 10 days. (a) Mean of 24 days.

Normal for the month of June 1902.

| DISTRICT OBSERVATIONS. | | | | | | | | | | | | | | | DISTRICT. |
|--------------------------------------|---------------------------|------------|--------------|--------------|----------------------|-----------------------|------------------------------|-------------------------|--------------|------------|----------------------------|------------------------------|-------|---------------------------|-----------|
| CLOUD. | | Rain-fall. | RAINFALL— | | | | | | | | | | | | |
| Variation from normal amount, 3 A.M. | Mean cloud amount, 3 A.M. | | Of month. | | | | | Since 10th of May 1902. | | | | | | | |
| | | | Mean of day. | Normal mean. | Variation from mean. | Number of rainy days. | Normal number of rainy days. | Mean of day. | Normal mean. | Variation. | Mean number of rainy days. | Normal number of rainy days. | | | |
| | | | | | | | | | | | | | | | |
| +6 | 6.4 | -0.8 | 6.94 | 6.99 | 10.15 | -3.16 | 8.33 | 11.30 | 8.78 | 13.18 | -4.36 | 11.20 | 18.17 | Rudwan. | |
| - | 6.7 | - | 7.01 | 6.80 | 11.30 | -0.50 | 9.33 | 12.22 | 7.08 | 14.08 | -7.00 | 12.83 | 18.37 | Birham. | |
| - | 5.9 | - | 3.90 | 3.32 | 10.83 | -0.58 | 6.40 | 11.03 | 6.82 | 13.56 | -7.74 | 8.86 | 18.69 | Bachura. | |
| - | 5.7 | - | 5.13 | 3.20 | 10.33 | -0.93 | 5.40 | 11.73 | 8.36 | 13.24 | -7.28 | 11.73 | 15.37 | Midnapore. | |
| - | - | - | 7.40 | 10.30 | - | -0.97 | 11.07 | 12.16 | 10.04 | 13.43 | -3.39 | 12.34 | 13.07 | Koochly. | |
| - | - | - | 6.92 | 10.33 | - | -0.41 | 10.33 | 12.17 | 8.07 | 13.40 | -5.33 | 14.00 | 16.46 | Kowrah. | |
| -4 | 5.2 | +0.3 | 6.87 | 6.81 | 10.89 | -0.06 | 10.45 | 12.50 | 10.30 | 13.69 | -3.39 | 13.37 | 16.69 | 14-Pargana. | |
| +1 | 6.4 | +1.6 | 4.47 | 4.47 | 11.04 | -0.57 | 12.00 | 12.64 | 10.08 | 13.29 | -3.20 | 16.00 | 18.68 | Calcutta. | |
| - | 5.9 | - | 5.80 | 7.03 | 0.23 | -2.06 | 11.09 | 12.62 | 13.02 | 13.70 | -0.68 | 17.00 | 17.18 | Nadia. | |
| +4 | 6.0 | -0.3 | 6.02 | 6.04 | 10.14 | -0.12 | 11.58 | 11.62 | 11.27 | 13.38 | -2.11 | 17.70 | 16.11 | Murshidabad. | |
| +1 | 6.1 | -0.0 | 7.04 | 6.82 | 11.81 | -0.27 | 12.40 | 13.73 | 12.20 | 15.08 | -2.88 | 18.00 | 18.22 | Jessore. | |
| - | - | - | 8.10 | 12.74 | - | -0.04 | 11.50 | 14.29 | 14.29 | 16.24 | -1.95 | 18.20 | 18.60 | Khulna. | |
| - | 6.6 | - | 11.63 | 16.26 | 10.61 | +5.65 | 13.07 | 11.90 | 18.10 | 14.20 | +3.90 | 20.00 | 18.69 | Rajahm. | |
| - | 6.9 | - | 18.56 | 12.02 | 15.78 | -1.24 | 11.50 | 12.59 | 15.63 | 17.63 | -2.04 | 18.40 | 16.77 | Dinajpur. | |
| - | 4.6 | - | 25.18 | 18.08 | 20.66 | +2.27 | 12.17 | 16.47 | 24.10 | 25.64 | -1.54 | 20.57 | 23.01 | Saipur. | |
| 0 | 6.0 | -0.1 | 25.10 | 21.70 | 22.59 | -0.89 | 20.40 | 19.93 | 25.60 | 26.80 | -1.20 | 27.38 | 27.45 | Darjeeling. | |
| - | 6.0 | - | 27.04 | 20.11 | 27.44 | -1.33 | 16.60 | 17.01 | 25.48 | 26.82 | -1.34 | 24.00 | 25.01 | Cooh Bohar. | |
| - | 6.7 | - | 11.37 | 16.70 | 17.00 | -1.30 | 16.55 | 16.11 | 23.44 | 24.01 | -0.57 | 24.09 | 24.42 | Rangpur. | |
| - | 7.6 | - | 11.07 | 16.03 | 12.08 | +3.95 | 13.00 | 13.38 | 21.03 | 17.00 | +4.03 | 20.00 | 18.71 | Bogra. | |
| - | 6.7 | - | 21.24 | 20.09 | 11.40 | +8.86 | 13.03 | 13.03 | 26.74 | 16.28 | +10.46 | 21.00 | 18.69 | Pabna. | |
| +2 | 6.2 | +1.1 | 18.23 | 10.00 | 12.64 | +7.09 | 14.00 | 15.00 | 26.00 | 23.77 | +2.23 | 23.40 | 20.30 | Dacca. | |
| - | 7.11 | - | 20.46 | 10.53 | 17.10 | +1.06 | 10.75 | 18.07 | 21.00 | 24.00 | +7.00 | 23.50 | 21.79 | Mymensingh. | |
| - | 6.4 | - | 21.06 | 10.58 | 12.37 | +1.01 | 10.67 | 14.59 | 24.74 | 16.04 | +8.70 | 23.07 | 18.07 | Fatipur. | |
| - | 6.2 | - | 22.03 | 23.41 | 11.37 | +1.04 | 16.00 | 16.73 | 23.00 | 24.24 | +1.24 | 23.67 | 21.00 | Bachargunge. | |
| - | 7.0 | - | 13.04 | 20.37 | 14.58 | +8.79 | 11.38 | 14.58 | 27.43 | 20.20 | +7.23 | 23.08 | 20.27 | Tippura. | |
| - | 5.8 | - | 23.03 | 27.24 | 22.50 | +5.04 | 18.50 | 17.41 | 23.71 | 28.30 | +4.59 | 26.00 | 22.90 | Nonthali. | |
| -1 | 7.7 | -0.3 | 27.05 | 27.70 | 23.00 | +4.70 | 21.28 | 17.78 | 28.71 | 30.71 | +2.00 | 27.72 | 28.17 | Chittagong. | |
| 0 | 4.9 | -3.0 | 2.03 | 2.80 | 7.71 | -5.68 | 4.17 | 7.60 | 2.00 | 2.00 | -0.00 | 5.94 | 6.20 | Chittagong Hill Tracts. | |
| +10 | 6.5 | -2.0 | 1.72 | 2.40 | 6.03 | -4.27 | 4.00 | 7.40 | 3.00 | 7.00 | -4.00 | 5.00 | 4.61 | Pabna. | |
| - | 4.8 | - | 5.03 | 2.00 | 6.41 | -3.43 | 3.08 | 7.62 | 2.73 | 4.70 | -1.97 | 5.04 | 5.06 | Gaya. | |
| - | 5.6 | - | 6.56 | 2.00 | 6.41 | -3.43 | 3.08 | 7.62 | 2.73 | 4.70 | -1.97 | 5.04 | 5.06 | Shahabad. | |
| - | 6.0 | - | 6.07 | 2.36 | 7.01 | -4.65 | 3.17 | 7.40 | 2.01 | 5.73 | -3.39 | 5.00 | 5.94 | Sarna. | |
| - | 6.0 | - | 6.07 | 6.24 | 6.34 | -0.10 | 7.35 | 6.40 | 6.30 | 10.91 | -4.61 | 6.30 | 11.06 | Chandpur. | |
| - | 6.1 | - | 1.86 | 6.22 | 7.41 | -5.55 | 6.07 | 7.42 | 6.37 | 6.40 | -0.03 | 7.14 | 9.05 | Muzaffarpur. | |
| 0 | 3.9 | +0.3 | 6.03 | 6.40 | 7.47 | -1.47 | 6.81 | 8.14 | 6.42 | 6.40 | -0.02 | 7.40 | 10.04 | Darbhanga. | |
| - | 6.6 | - | 6.06 | 6.11 | 6.34 | -0.28 | 6.60 | 6.55 | 6.57 | 6.55 | -0.02 | 7.10 | 10.04 | Manikpur. | |
| - | 6.7 | -2.0 | 6.06 | 6.00 | 12.00 | -5.94 | 7.43 | 12.00 | 11.00 | 10.07 | -0.97 | 10.47 | 12.50 | Bhagalpur. | |
| - | 6.8 | - | 6.06 | 6.53 | 10.11 | -4.05 | 6.75 | 11.73 | 11.46 | 13.00 | -1.54 | 13.40 | 13.30 | Purnea. | |
| - | 6.8 | - | 6.28 | 6.39 | 6.78 | -0.49 | 7.36 | 11.28 | 6.44 | 11.35 | -4.91 | 10.76 | 14.71 | Madia. | |
| +6 | 6.2 | -0.3 | 7.77 | 6.20 | 6.71 | -0.51 | 7.50 | 10.30 | 6.06 | 12.67 | -6.61 | 6.59 | 13.10 | North Pargana. | |
| - | 6.8 | +0.5 | 2.06 | - | - | - | - | - | - | - | - | - | - | Outback. | |
| - | 6.0 | - | 3.21 | 5.02 | 0.37 | -4.65 | 0.48 | 10.53 | 7.47 | 12.49 | -5.02 | 12.17 | 14.42 | Bahara. | |
| - | 6.0 | - | 4.00 | 6.18 | 6.03 | -0.15 | 1.00 | 0.40 | 6.24 | 10.41 | -4.17 | 9.27 | 11.73 | Patna. | |
| -13 | 7.0 | 0 | 2.32 | 5.16 | 6.43 | -4.11 | 5.07 | 6.85 | 0.01 | 2.00 | -1.99 | 7.17 | 11.83 | Kanpur. | |
| - | 5.2 | - | 2.45 | 2.44 | 6.04 | -3.59 | 6.38 | 11.23 | 2.65 | 12.00 | -9.35 | 7.33 | 12.00 | Hazrat. | |
| - | 6.8 | - | 0.40 | 0.46 | 6.40 | -5.94 | 1.00 | 7.02 | 0.73 | 7.50 | -0.77 | 2.00 | 0.87 | Patna. | |
| - | 6.0 | - | 4.34 | 4.10 | 0.20 | -0.24 | 6.00 | 12.01 | 5.01 | 11.39 | -6.38 | 3.20 | 13.60 | Manikpur. | |
| - | 6.2 | - | 3.80 | 4.27 | 10.67 | -6.87 | 6.67 | 12.00 | 3.00 | 12.07 | -8.07 | 10.00 | 16.00 | Bhagalpur. | |
| +6 | 6.8 | +0.5 | 5.18 | - | - | - | - | - | - | - | - | - | - | Lakhimpur. | |
| - | 7.4 | - | 14.41 | - | - | - | - | - | - | - | - | - | - | Silchar. | |
| - | 6.7 | +1.2 | 26.02 | - | - | - | - | - | - | - | - | - | - | Darrang. | |
| +9 | 6.8 | +1.0 | 27.42 | - | - | - | - | - | - | - | - | - | - | Golmura. | |
| - | 6.8 | - | 13.90 | - | - | - | - | - | - | - | - | - | - | Onchar. | |
| - | 6.7 | - | 13.90 | - | - | - | - | - | - | - | - | - | - | Khairi and Jaituli Hills. | |

Mean of 19 days.

Table of Rainfall recorded at station

[illegible]

Bengal in June 1902.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | 119 | 120 | 121 | 122 | 123 | 124 | 125 | 126 | 127 | 128 | 129 | 130 | 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 | 140 | 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 | 149 | 150 | 151 | 152 | 153 | 154 | 155 | 156 | 157 | 158 | 159 | 160 | 161 | 162 | 163 | 164 | 165 | 166 | 167 | 168 | 169 | 170 | 171 | 172 | 173 | 174 | 175 | 176 | 177 | 178 | 179 | 180 | 181 | 182 | 183 | 184 | 185 | 186 | 187 | 188 | 189 | 190 | 191 | 192 | 193 | 194 | 195 | 196 | 197 | 198 | 199 | 200 | 201 | 202 | 203 | 204 | 205 | 206 | 207 | 208 | 209 | 210 | 211 | 212 | 213 | 214 | 215 | 216 | 217 | 218 | 219 | 220 | 221 | 222 | 223 | 224 | 225 | 226 | 227 | 228 | 229 | 230 | 231 | 232 | 233 | 234 | 235 | 236 | 237 | 238 | 239 | 240 | 241 | 242 | 243 | 244 | 245 | 246 | 247 | 248 | 249 | 250 | 251 | 252 | 253 | 254 | 255 | 256 | 257 | 258 | 259 | 260 | 261 | 262 | 263 | 264 | 265 | 266 | 267 | 268 | 269 | 270 | 271 | 272 | 273 | 274 | 275 | 276 | 277 | 278 | 279 | 280 | 281 | 282 | 283 | 284 | 285 | 286 | 287 | 288 | 289 | 290 | 291 | 292 | 293 | 294 | 295 | 296 | 297 | 298 | 299 | 300 | 301 | 302 | 303 | 304 | 305 | 306 | 307 | 308 | 309 | 310 | 311 | 312 | 313 | 314 | 315 | 316 | 317 | 318 | 319 | 320 | 321 | 322 | 323 | 324 | 325 | 326 | 327 | 328 | 329 | 330 | 331 | 332 | 333 | 334 | 335 | 336 | 337 | 338 | 339 | 340 | 341 | 342 | 343 | 344 | 345 | 346 | 347 | 348 | 349 | 350 | 351 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| 685 | 686 | 687 | 688 | 689 | 690 | 691 | 692 | 693 | 694 | 695 | 696 | 697 | 698 | 699 | 700 | 701 | 702 | 703 | 704 | 705 | 706 | 707 | 708 | 709 | 710 | 711 | 712 | 713 | 714 | 715 | 716 | 717 | 718 | 719 | 720 | 721 | 722 | 723 | 724 | 725 | 726 | 727 | 728 | 729 | 730 | 731 | 732 | 733 | 734 | 735 | 736 | 737 | 738 | 739 | 740 | 741 | 742 | 743 | 744 | 745 | 746 | 747 | 748 | 749 | 750 | 751 | 752 | 753 | 754 | 755 | 756 | 757 | 758 | 759 | 760 | 761 | 762 | 763 | 764 | 765 | 766 | 767 | 768 | 769 | 770 | 771 | 772 | 773 | 774 | 775 | 776 | 777 | 778 | 779 | 780 | 781 | 782 | 783 | 784 | 785 | 786 | 787 | 788 | 789 | 790 | 791 | 792 | 793 | 794 | 795 | 796 | 797 | 798 | 799 | 800 | 801 | 802 | 803 | 804 | 805 | 806 | 807 | 808 | 809 | 810 | 811 | 812 | 813 | 814 | 815 | 816 | 817 | 818 | 819 | 820 | 821 | 822 | 823 | 824 | 825 | 826 | 827 | 828 | 829 | 830 | 831 | 832 | 833 | 834 | 835 | 836 | 837 | 838 | 839 | 840 | 841 | 842 | 843 | 844 | 845 | 846 | 847 | 848 | 849 | 850 | 851 | 852 | 853 | 854 | 855 | 856 | 857 | 858 | 859 | 860 | 861 | 862 | 863 | 864 | 865 | 866 | 867 | 868 | 869 | 870 | 871 | 872 | 873 | 874 | 875 | 876 | 877 | 878 | 879 | 880 | 881 | 882 | 883 | 884 | 885 | 886 | 887 | 888 | 889 | 890 | 891 | 892 | 893 | 894 | 895 | 896 | 897 | 898 | 899 | 900 | 901 | 902 | 903 | 904 | 905 | 906 | 907 | 908 | 909 | 910 | 911 | 912 | 913 | 914 | 915 | 916 | 917 | 918 | 919 | 920 | 921 | 922 | 923 | 924 | 925 | 926 | 927 | 928 | 929 | 930 | 931 | 932 | 933 | 934 | 935 | 936 | 937 | 938 | 939 | 940 | 941 | 942 | 943 | 944 | 945 | 946 | 947 | 948 | 949 | 950 | 951 | 952 | 953 | 954 | 955 | 956 | 957 | 958 | 959 | 960 | 961 | 962 | 963 | 964 | 965 | 966 | 967 | 968 | 969 | 970 | 971 | 972 | 973 | 974 | 975 | 976 | 977 | 978 | 979 | 980 | 981 | 982 | 983 | 984 | 985 | 986 | 987 | 988 | 989 | 990 | 991 | 992 | 993 | 994 | 995 | 996 | 997 | 998 | 999 | 1000 |
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Table of Rainfall recorded at station

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Bengal in June 1902—continued.

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No. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | 119 | 120 | 121 | 122 | 123 | 124 | 125 | 126 | 127 | 128 | 129 | 130 | 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 | 140 | 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 | 149 | 150 | 151 | 152 | 153 | 154 | 155 | 156 | 157 | 158 | 159 | 160 | 161 | 162 | 163 | 164 | 165 | 166 | 167 | 168 | 169 | 170 | 171 | 172 | 173 | 174 | 175 | 176 | 177 | 178 | 179 | 180 | 181 | 182 | 183 | 184 | 185 | 186 | 187 | 188 | 189 | 190 | 191 | 192 | 193 | 194 | 195 | 196 | 197 | 198 | 199 | 200 | 201 | 202 | 203 | 204 | 205 | 206 | 207 | 208 | 209 | 210 | 211 | 212 | 213 | 214 | 215 | 216 | 217 | 218 | 219 | 220 | 221 | 222 | 223 | 224 | 225 | 226 | 227 | 228 | 229 | 230 | 231 | 232 | 233 | 234 | 235 | 236 | 237 | 238 | 239 | 240 | 241 | 242 | 243 | 244 | 245 | 246 | 247 | 248 | 249 | 250 | 251 | 252 | 253 | 254 | 255 | 256 | 257 | 258 | 259 | 260 | 261 | 262 | 263 | 264 | 265 | 266 | 267 | 268 | 269 | 270 | 271 | 272 | 273 | 274 | 275 | 276 | 277 | 278 | 279 | 280 | 281 | 282 | 283 | 284 | 285 | 286 | 287 | 288 | 289 | 290 | 291 | 292 | 293 | 294 | 295 | 296 | 297 | 298 | 299 | 300 | 301 | 302 | 303 | 304 | 305 | 306 | 307 | 308 | 309 | 310 | 311 | 312 | 313 | 314 | 315 | 316 | 317 | 318 | 319 | 320 | 321 | 322 | 323 | 324 | 325 | 326 | 327 | 328 | 329 | 330 | 331 | 332 | 333 | 334 | 335 | 336 | 337 | 338 | 339 | 340 | 341 | 342 | 343 | 344 | 345 | 346 | 347 | 348 | 349 | 350 | 351 | 352 | 353 | 354 | 355 | 356 | 357 | 358 | 359 | 360 | 361 | 362 | 363 | 364 | 365 | 366 | 367 | 368 | 369 | 370 | 371 | 372 | 373 | 374 | 375 | 376 | 377 | 378 | 379 | 380 | 381 | 382 | 383 | 384 | 385 | 386 | 387 | 388 | 389 | 390 | 391 | 392 | 393 | 394 | 395 | 396 | 397 | 398 | 399 | 400 | 401 | 402 | 403 | 404 | 405 | 406 | 407 | 408 | 409 | 410 | 411 | 412 | 413 | 414 | 415 | 416 | 417 | 418 | 419 | 420 | 421 | 422 | 423 | 424 | 425 | 426 | 427 | 428 | 429 | 430 | 431 | 432 | 433 | 434 | 435 | 436 | 437 | 438 | 439 | 440 | 441 | 442 | 443 | 444 | 445 | 446 | 447 | 448 | 449 | 450 | 451 | 452 | 453 | 454 | 455 | 456 | 457 | 458 | 459 | 460 | 461 | 462 | 463 | 464 | 465 | 466 | 467 | 468 | 469 | 470 | 471 | 472 | 473 | 474 | 475 | 476 | 477 | 478 | 479 | 480 | 481 | 482 | 483 | 484 | 485 | 486 | 487 | 488 | 489 | 490 | 491 | 492 | 493 | 494 | 495 | 496 | 497 | 498 | 499 | 500 | 501 | 502 | 503 | 504 | 505 | 506 | 507 | 508 | 509 | 510 | 511 | 512 | 513 | 514 | 515 | 516 | 517 | 518 | 519 | 520 | 521 | 522 | 523 | 524 | 525 | 526 | 527 | 528 | 529 | 530 | 531 | 532 | 533 | 534 | 535 | 536 | 537 | 538 | 539 | 540 | 541 | 542 | 543 | 544 | 545 | 546 | 547 | 548 | 549 | 550 | 551 | 552 | 553 | 554 | 555 | 556 | 557 | 558 | 559 | 560 | 561 | 562 | 563 | 564 | 565 | 566 | 567 | 568 | 569 | 570 | 571 | 572 | 573 | 574 | 575 | 576 | 577 | 578 | 579 | 580 | 581 | 582 | 583 | 584 | 585 | 586 | 587 | 588 | 589 | 590 | 591 | 592 | 593 | 594 | 595 | 596 | 597 | 598 | 599 | 600 | 601 | 602 | 603 | 604 | 605 | 606 | 607 | 608 | 609 | 610 | 611 | 612 | 613 | 614 | 615 | 616 | 617 | 618 | 619 | 620 | 621 | 622 | 623 | 624 | 625 | 626 | 627 | 628 | 629 | 630 | 631 | 632 | 633 | 634 | 635 | 636 | 637 | 638 | 639 | 640 | 641 | 642 | 643 | 644 | 645 | 646 | 647 | 648 | 649 | 650 | 651 | 652 | 653 | 654 | 655 | 656 | 657 | 658 | 659 | 660 | 661 | 662 | 663 | 664 | 665 | 666 | 667 | 668 | 669 | 670 | 671 | 672 | 673 | 674 | 675 | 676 | 677 | 678 | 679 | 680 | 681 | 682 | 683 | 684 | 685 | 686 | 687 | 688 | 689 | 690 | 691 | 692 | 693 | 694 | 695 | 696 | 697 | 698 | 699 | 700 | 701 | 702 | 703 | 704 | 705 | 706 | 707 | 708 | 709 | 710 | 711 | 712 | 713 | 714 | 715 | 716 | 717 | 718 | 719 | 720 | 721 | 722 | 723 | 724 | 725 | 726 | 727 | 728 | 729 | 730 | 731 | 732 | 733 | 734 | 735 | 736 | 737 | 738 | 739 | 740 | 741 | 742 | 743 | 744 | 745 | 746 | 747 | 748 | 749 | 750 | 751 | 752 | 753 | 754 | 755 | 756 | 757 | 758 | 759 | 760 | 761 | 762 | 763 | 764 | 765 | 766 | 767 | 768 | 769 | 770 | 771 | 772 | 773 | 774 | 775 | 776 | 777 | 778 | 779 | 780 | 781 | 782 | 783 | 784 | 785 | 786 | 787 | 788 | 789 | 790 | 791 | 792 | 793 | 794 | 795 | 796 | 797 | 798 | 799 | 800 | 801 | 802 | 803 | 804 | 805 | 806 | 807 | 808 | 809 | 810 | 811 | 812 | 813 | 814 | 815 | 816 | 817 | 818 | 819 | 820 | 821 | 822 | 823 | 824 | 825 | 826 | 827 | 828 | 829 | 830 | 831 | 832 | 833 | 834 | 835 | 836 | 837 | 838 | 839 | 840 | 841 | 842 | 843 | 844 | 845 | 846 | 847 | 848 | 849 | 850 | 851 | 852 | 853 | 854 | 855 | 856 | 857 | 858 | 859 | 860 | 861 | 862 | 863 | 864 | 865 | 866 | 867 | 868 | 869 | 870 | 871 | 872 | 873 | 874 | 875 | 876 | 877 | 878 | 879 | 880 | 881 | 882 | 883 | 884 | 885 | 886 | 887 | 888 | 889 | 890 | 891 | 892 | 893 | 894 | 895 | 896 | 897 | 898 | 899 | 900 | 901 | 902 | 903 | 904 | 905 | 906 | 907 | 908 | 909 | 910 | 911 | 912 | 913 | 914 | 915 | 916 | 917 | 918 | 919 | 920 | 921 | 922 | 923 | 924 | 925 | 926 | 927 | 928 | 929 | 930 | 931 | 932 | 933 | 934 | 935 | 936 | 937 | 938 | 939 | 940 | 941 | 942 | 943 | 944 | 945 | 946 | 947 | 948 | 949 | 950 | 951 | 952 | 953 | 954 | 955 | 956 | 957 | 958 | 959 | 960 | 961 | 962 | 963 | 964 | 965 | 966 | 967 | 968 | 969 | 970 | 971 | 972 | 973 | 974 | 975 | 976 | 977 | 978 | 979 | 980 | 981 | 982 | 983 | 984 | 985 | 986 | 987 | 988 | 989 | 990 | 991 | 992 | 993 | 994 | 995 | 996 | 997 | 998 | 999 | 1000 |
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Table of Rainfall recorded at station

[illegible]

Bengal in June 1902—continued.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | 119 | 120 | 121 | 122 | 123 | 124 | 125 | 126 | 127 | 128 | 129 | 130 | 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 | 140 | 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 | 149 | 150 | 151 | 152 | 153 | 154 | 155 | 156 | 157 | 158 | 159 | 160 | 161 | 162 | 163 | 164 | 165 | 166 | 167 | 168 | 169 | 170 | 171 | 172 | 173 | 174 | 175 | 176 | 177 | 178 | 179 | 180 | 181 | 182 | 183 | 184 | 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| 352 | 353 | 354 | 355 | 356 | 357 | 358 | 359 | 360 | 361 | 362 | 363 | 364 | 365 | 366 | 367 | 368 | 369 | 370 | 371 | 372 | 373 | 374 | 375 | 376 | 377 | 378 | 379 | 380 | 381 | 382 | 383 | 384 | 385 | 386 | 387 | 388 | 389 | 390 | 391 | 392 | 393 | 394 | 395 | 396 | 397 | 398 | 399 | 400 | 401 | 402 | 403 | 404 | 405 | 406 | 407 | 408 | 409 | 410 | 411 | 412 | 413 | 414 | 415 | 416 | 417 | 418 | 419 | 420 | 421 | 422 | 423 | 424 | 425 | 426 | 427 | 428 | 429 | 430 | 431 | 432 | 433 | 434 | 435 | 436 | 437 | 438 | 439 | 440 | 441 | 442 | 443 | 444 | 445 | 446 | 447 | 448 | 449 | 450 | 451 | 452 | 453 | 454 | 455 | 456 | 457 | 458 | 459 | 460 | 461 | 462 | 463 | 464 | 465 | 466 | 467 | 468 | 469 | 470 | 471 | 472 | 473 | 474 | 475 | 476 | 477 | 478 | 479 | 480 | 481 | 482 | 483 | 484 | 485 | 486 | 487 | 488 | 489 | 490 | 491 | 492 | 493 | 494 | 495 | 496 | 497 | 498 | 499 | 500 | 501 | 502 | 503 | 504 | 505 | 506 | 507 | 508 | 509 | 510 | 511 | 512 | 513 | 514 | 515 | 516 | 517 | 518 | 519 | 520 | 521 | 522 | 523 | 524 | 525 | 526 | 527 | 528 | 529 | 530 | 531 | 532 | 533 | 534 | 535 | 536 | 537 | 538 | 539 | 540 | 541 | 542 | 543 | 544 | 545 | 546 | 547 | 548 | 549 | 550 | 551 | 552 | 553 | 554 | 555 | 556 | 557 | 558 | 559 | 560 | 561 | 562 | 563 | 564 | 565 | 566 | 567 | 568 | 569 | 570 | 571 | 572 | 573 | 574 | 575 | 576 | 577 | 578 | 579 | 580 | 581 | 582 | 583 | 584 | 585 | 586 | 587 | 588 | 589 | 590 | 591 | 592 | 593 | 594 | 595 | 596 | 597 | 598 | 599 | 600 | 601 | 602 | 603 | 604 | 605 | 606 | 607 | 608 | 609 | 610 | 611 | 612 | 613 | 614 | 615 | 616 | 617 | 618 | 619 | 620 | 621 | 622 | 623 | 624 | 625 | 626 | 627 | 628 | 629 | 630 | 631 | 632 | 633 | 634 | 635 | 636 | 637 | 638 | 639 | 640 | 641 | 642 | 643 | 644 | 645 | 646 | 647 | 648 | 649 | 650 | 651 | 652 | 653 | 654 | 655 | 656 | 657 | 658 | 659 | 660 | 661 | 662 | 663 | 664 | 665 | 666 | 667 | 668 | 669 | 670 | 671 | 672 | 673 | 674 | 675 | 676 | 677 | 678 | 679 | 680 | 681 | 682 | 683 | 684 | 685 | 686 | 687 | 688 | 689 | 690 | 691 | 692 | 693 | 694 | 695 | 696 | 697 | 698 | 699 | 700 | 701 | 702 | 703 | 704 | 705 | 706 | 707 | 708 | 709 | 710 | 711 | 712 | 713 | 714 | 715 | 716 | 717 | 718 | 719 | 720 | 721 | 722 | 723 | 724 | 725 | 726 | 727 | 728 | 729 | 730 | 731 | 732 | 733 | 734 | 735 | 736 | 737 | 738 | 739 | 740 | 741 | 742 | 743 | 744 | 745 | 746 | 747 | 748 | 749 | 750 | 751 | 752 | 753 | 754 | 755 | 756 | 757 | 758 | 759 | 760 | 761 | 762 | 763 | 764 | 765 | 766 | 767 | 768 | 769 | 770 | 771 | 772 | 773 | 774 | 775 | 776 | 777 | 778 | 779 | 780 | 781 | 782 | 783 | 784 | 785 | 786 | 787 | 788 | 789 | 790 | 791 | 792 | 793 | 794 | 795 | 796 | 797 | 798 | 799 | 800 | 801 | 802 | 803 | 804 | 805 | 806 | 807 | 808 | 809 | 810 | 811 | 812 | 813 | 814 | 815 | 816 | 817 | 818 | 819 | 820 | 821 | 822 | 823 | 824 | 825 | 826 | 827 | 828 | 829 | 830 | 831 | 832 | 833 | 834 | 835 | 836 | 837 | 838 | 839 | 840 | 841 | 842 | 843 | 844 | 845 | 846 | 847 | 848 | 849 | 850 | 851 | 852 | 853 | 854 | 855 | 856 | 857 | 858 | 859 | 860 | 861 | 862 | 863 | 864 | 865 | 866 | 867 | 868 | 869 | 870 | 871 | 872 | 873 | 874 | 875 | 876 | 877 | 878 | 879 | 880 | 881 | 882 | 883 | 884 | 885 | 886 | 887 | 888 | 889 | 890 | 891 | 892 | 893 | 894 | 895 | 896 | 897 | 898 | 899 | 900 | 901 | 902 | 903 | 904 | 905 | 906 | 907 | 908 | 909 | 910 | 911 | 912 | 913 | 914 | 915 | 916 | 917 | 918 | 919 | 920 | 921 | 922 | 923 | 924 | 925 | 926 | 927 | 928 | 929 | 930 | 931 | 932 | 933 | 934 | 935 | 936 | 937 | 938 | 939 | 940 | 941 | 942 | 943 | 944 | 945 | 946 | 947 | 948 | 949 | 950 | 951 | 952 | 953 | 954 | 955 | 956 | 957 | 958 | 959 | 960 | 961 | 962 | 963 | 964 | 965 | 966 | 967 | 968 | 969 | 970 | 971 | 972 | 973 | 974 | 975 | 976 | 977 | 978 | 979 | 980 | 981 | 982 | 983 | 984 | 985 | 986 | 987 | 988 | 989 | 990 | 991 | 992 | 993 | 994 | 995 | 996 | 997 | 998 | 999 | 1000 | 1001 | 1002 | 1003 | 1004 | 1005 | 1006 | 1007 | 1008 | 1009 | 1010 | 1011 | 1012 | 1013 | 1014 | 1015 | 1016 | 1017 | 1018 | 1019 | 1020 | 1021 | 1022 | 1023 | 1024 | 1025 | 1026 | 1027 | 1028 | 1029 | 1030 | 1031 | 1032 | 1033 | 1034 | 1035 | 1036 | 1037 | 1038 | 1039 | 1040 | 1041 | 1042 | 1043 | 1044 | 1045 | 1046 | 1047 | 1048 | 1049 | 1050 | 1051 | 1052 | 1053 | 1054 | 1055 | 1056 | 1057 | 1058 | 1059 | 1060 | 1061 | 1062 | 1063 | 1064 | 1065 | 1066 | 1067 | 1068 | 1069 | 1070 | 1071 | 1072 | 1073 | 1074 | 1075 | 1076 | 1077 | 1078 | 1079 | 1080 | 1081 | 1082 | 1083 | 1084 | 1085 | 1086 | 1087 | 1088 | 1089 | 1090 | 1091 | 1092 | 1093 | 1094 | 1095 | 1096 | 1097 | 1098 | 1099 | 1100 | 1101 | 1102 | 1103 | 1104 | 1105 | 1106 | 1107 | 1108 | 1109 | 1110 | 1111 | 1112 | 1113 | 1114 | 1115 | 1116 | 1117 | 1118 | 1119 | 1120 | 1121 | 1122 | 1123 | 1124 | 1125 | 1126 | 1127 | 1128 | 1129 | 1130 | 1131 | 1132 | 1133 | 1134 | 1135 | 1136 | 1137 | 1138 | 1139 | 1140 | 1141 | 1142 | 1143 | 1144 | 1145 | 1146 | 1147 | 1148 | 1149 | 1150 | 1151 | 1152 | 1153 | 1154 | 1155 | 1156 | 1157 | 1158 | 1159 | 1160 | 1161 | 1162 | 1163 | 1164 | 1165 | 1166 | 1167 | 1168 | 1169 | 1170 | 1171 | 1172 | 1173 | 1174 | 1175 | 1176 | 1177 | 1178 | 1179 | 1180 | 1181 | 1182 | 1183 | 1184 | 1185 | 1186 | 1187 | 1188 | 1189 | 1190 | 1191 | 1192 | 1193 | 1194 | 1195 | 1196 | 1197 | 1198 | 1199 | 1200 | 1201 | 1202 | 1203 | 1204 | 1205 | 1206 | 1207 | 1208 | 1209 | 1210 | 1211 | 1212 | 1213 | 1214 | 1215 | 1216 | 1217 | 1218 | 1219 | 1220 | 1221 | 1222 | 1223 | 1224 | 1225 | 1226 | 1227 | 1228 | 1229 | 1230 | 1231 | 1232 | 1233 | 1234 | 1235 | 1236 | 1237 | 1238 | 1239 | 1240 | 1241 | 1242 | 1243 | 1244 | 1245 | 1246 | 1247 | 1248 | 1249 | 1250 | 1251 | 1252 | 1253 | 1254 | 1255 | 1256 | 1257 | 1258 | 1259 | 1260 | 1261 | 1262 | 1263 | 1264 | 1265 | 1266 | 1267 | 1268 | 1269 | 1270 | 1271 | 1272 | 1273 | 1274 | 1275 | 1276 | 1277 | 1278 | 1279 | 1280 | 1281 | 1282 | 1283 | 1284 | 1285 | 1286 | 1287 | 1288 | 1289 | 1290 | 1291 | 1292 | 1293 | 1294 | 1295 | 1296 | 1297 | 1298 | 1299 | 1300 | 1301 | 1302 | 1303 | 1304 | 1305 | 1306 | 1307 | 1308 | 1309 | 1310 | 1311 | 1312 | 1313 | 1314 | 1315 | 1316 | 1317 | 1318 | 1319 | 1320 | 1321 | 1322 | 1323 | 1324 | 1325 | 1326 | 1327 | 1328 | 1329 | 1330 | 1331 | 1332 | 1333 | 1334 | 1335 | 1336 | 1337 | 1338 | 1339 | 1340 | 1341 | 1342 | 1343 | 1344 | 1345 | 1346 | 1347 | 1348 | 1349 | 1350 | 1351 | 1352 | 1353 | 1354 | 1355 | 1356 | 1357 | 1358 | 1359 | 1360 | 1361 | 1362 | 1363 | 1364 | 1365 | 1366 | 1367 | 1368 | 1369 | 1370 | 1371 | 1372 | 1373 | 1374 | 1375 | 1376 | 1377 | 1378 | 1379 | 1380 | 1381 | 1382 | 1383 | 1384 | 1385 | 1386 | 1387 | 1388 | 1389 | 1390 | 1391 | 1392 | 1393 | 1394 | 1395 | 1396 | 1397 | 1398 | 1399 | 1400 | 1401 | 1402 | 1403 | 1404 | 1405 | 1406 | 1407 | 1408 | 1409 | 1410 | 1411 | 1412 | 1413 | 1414 | 1415 | 1416 | 1417 | 1418 | 1419 | 1420 | 1421 | 1422 | 1423 | 1424 | 1425 | 1426 | 1427 | 1428 | 1429 | 1430 | 1431 | 1432 | 1433 | 1434 | 1435 | 1436 | 1437 | 1438 | 1439 | 1440 | 1441 | 1442 | 1443 | 1444 | 1445 | 1446 | 1447 | 1448 | 1449 | 1450 | 1451 | 1452 | 1453 | 1454 | 1455 | 1456 | 1457 | 1458 | 1459 | 1460 | 1461 | 1462 | 1463 | 1464 | 1465 | 1466 | 1467 | 1468 | 1469 | 1470 | 1471 | 1472 | 1473 | 1474 | 1475 | 1476 | 1477 | 1478 | 1479 | 1480 | 14 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-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Table of Rainfall recorded at stations

[illegible]

Bengal in June 1902—continued.

[illegible]

**SUMMARY OF THE METEOROLOGICAL AND RAINFALL OBSERVATIONS
TAKEN IN BENGAL, AND OF THE METEOROLOGICAL OBSERVA-
TIONS TAKEN IN ASSAM, FOR THE MONTH OF JUNE 1902.**

Weather was unusual in several important respects during the greater part of June. Pressure was almost continuously low in the north, and especially in the north east, so that, as there was a somewhat steeper pressure gradient than usual, the southerly moist winds were diverted towards Assam and the eastern parts of the Province. Rainfall was in consequence very heavy at eastern stations while conditions were favourable for rainfall, and that was at the end of the second and beginning of the third week. For about a week at that time heavy falls were of almost general occurrence in Assam and the adjacent parts of East and North Bengal.

Showery weather was fairly general in the early part of the month, even in the western districts; but being due to local disturbances, resulting from the light variable winds then prevalent, the rainfall was generally light. After the commencement of monsoon conditions in the east, which occurred about the 11th, rainfall almost entirely ceased in the west of the Province, and hot season conditions with high temperature prevailed.

For the month as a whole, Chota Nagpur received 83 per cent, Orissa, Bihar and South-West Bengal about 60 per cent., North Bengal 108 per cent., and East Bengal 131 per cent. of the normal. In Assam, Silchar, Dhubri and Tezpur received excess rainfall by amounts varying from 2.5 to 5.6 inches, while at Dibrugarh and Sibsagar there was defect, 1 inch at the former and 5.4 inches at the latter.

The large temperature variations which accompanied the irregular distribution of the monsoon rainfall have affected the average temperature considerably, and most so in the western districts, where little or no rain fell during the latter half. Mean excess in Chota Nagpur is 3.4, in Orissa and Bihar more than 1°. In Bengal Proper mean temperature was almost normal, and in Assam there was defect of about 1°. Very high day temperatures were recorded, the highest in Chota Nagpur and Bihar being 111°, in Orissa 110° and in South-West Bengal 106°.

As already stated, showery weather was more frequent than usual in the early part of June, in which respect there has been a noticeable peculiarity throughout the past hot season. With the commencement of monsoon conditions a marked change took place, rainfall ceased in the west of the Province, and heavy rainfall became general in the east. This change was due to the only cyclonic disturbance which occurred over the Bay during the month.

The first sign of disturbance was on the 6th, when a diffused depression was shown over the north and centre of the Bay, and the pressure gradient in the south became steeper, with stronger south-westerly winds in that area. A fairly regular cyclonic circulation of light winds prevailed over the Province and the Bay. After a general rise of pressure during the subsequent 24 hours the depression had almost disappeared. The only trace of its existence was in the relatively low pressure in Burma. Pressure again fell on the 9th and continued to fall slowly or moderately until the 13th, when there was a slight depression over the Bay and a steep pressure gradient over the south and centre of the Bay. This shallow depression, without intensifying, moved north-eastward towards Assam, and with its advance heavy rainfall became general at eastern stations.

As the steep pressure gradient followed the depression northwards, wind force increased in the north of the Bay, and the highest velocities which accompanied the disturbance were felt in the extreme north-west angle. On the 13th the average velocity at Diamond Island was 30; on that and subsequent days the highest velocity reported from the Orissa coast was 24; while at Saugor Island from the 15th to the 17th strongish winds, averaging about 30 miles an hour, continued.

The disturbance which probably continued between the 7th, when it first appeared, and the 13th, when it was close to the north of the Bay, differed from the typical storms of the early monsoon season in two respects. It failed to develop into a cyclonic storm of any severity, and it moved north-eastward instead of in the usual north-westerly direction. After the low pressure area moved towards Assam, the pressure gradient was much steeper than usual in that direction for some days. On the 14th the difference from normal pressure varied from excess of .05 inch in the south of the Bay to defect of .2 inch in part of Assam; and though this rather large difference slowly diminished on subsequent days, it was not till nearly the end of the third week that the pressure distribution had become approximately normal. There was then a small to moderate excess over the greater part of the Province and the Bay.

Throughout that period from the 13th to about the 20th there was a strong indraught from the Bay towards East Bengal and Assam, and it was during those days that a considerable part of the rainfall of the month fell. The days of heaviest rainfall in East Bengal were the 14th to 17th and in North Bengal the 18th to 20th. The area of lowest pressure moved slowly westward, and at times rainfall became more general in the western districts; the only day on which there was any marked westerly extension was on the 17th, when

fairly general falls occurred in Orissa and North Bihar. In Chota Nagpur and South Bihar only a few light scattered showers fell.

The pressure gradient continued favourable for rainfall between the 21st and 24th, but the falls became daily less general. On the 25th a rapid rise of pressure began in the north-east and extended south-westward. The rapid change was accompanied by a few local showers, but monsoon rainfall ceased over almost the whole Province. The pressure distribution was more uniform than usual over both the Province and the Bay, and during the last week temperature rose, not only in the western districts, but also in North Bengal and Assam, until an important series of changes commenced in the north-east at the close of the month. These changes are difficult to account for. A fall of pressure began in North Bengal, and as it advanced south-westward heavy rainfall occurred first in North Bengal, then over almost the whole of Bengal Proper; and as the disturbed conditions advanced local storms with rainfall and a rapid fall of temperature became general in the western districts. On the last day of June most of the stations in East and North Bengal reported between 2 and 4 inches. The pressure changes on that date were such as would indicate the movement of a shallow depression from north-east to south-west, a rare occurrence in the monsoon season, and the temperature variation from the normal ranged from defect of 6° in Assam to excess of 12° in the west of Bihar and Chota Nagpur. In the early days of July this high temperature in the western districts disappeared, and whatever the causes of these large changes may have been or from whatever direction they may have originated, weather more characteristic of the monsoon season succeeded them over the whole Province.

Pressure, though not subject to large changes during June, underwent considerable variations and was at times unusual for the season. In the early part of the month there was a rather large excess over the Province, and a more uniform distribution than usual over the Bay. As the slight depression developed over the Bay, this excess inland disappeared, and with the north-easterly movement of that disturbance a rather large defect became established in the eastern and more especially the north-eastern districts. The defect and the accompanying steep gradient over the Bay continued during the third week, and gradually disappeared between the 23rd and 24th. The most noticeable changes during the month occurred between the 25th and the 30th—first the rapid rise, then the passage of a shallow depression from north-east to south-west accompanied by the remarkable changes already noticed.

On an average for the month the difference from the normal varied from excess of $\cdot 01$ inch, general in Orissa, Chota Nagpur and South-West Bengal, to defect of $\cdot 01$ inch in North Bengal and Assam.

Temperature.—During the early part of the month, while local storms were of fairly frequent occurrence over the greater part of the Province, temperature was low generally, and at times several degrees below the normal. After pressure fell in the east and dry westerly winds became general in the western districts, ordinary hot season conditions were restored with high temperatures, especially in the latter part of the month. A marked contrast obtained between the eastern and western districts during the second and third weeks. In the former, where there was dense cloud and heavy rainfall, temperature was exceptionally low, while in the west hot season conditions continued with day temperatures of about 110° .

The variation from the normal on an average for the month was small in the eastern districts, but in the west, notwithstanding the low temperature in the first week, there was a considerable to large excess.

Rainfall.—During the early part of the month scattered showers fell in all parts of the Province. After the shallow depression entered East Bengal on the 14th, heavy rain fell in the eastern districts, and the showers which had up to that date been fairly frequent in Bihar almost ceased. In Chota Nagpur and Orissa light showers were of occasional occurrence throughout the month.

As the monsoon current was diverted eastward, the rainfall for the month was much heavier in East and North Bengal than in the central or western districts. East Bengal received on an average 28 and North Bengal 19 inches, the former amount being more than 6 inches in excess of the normal. In South-West Bengal, Bihar and Orissa the fall was little more than half the usual amount, and in Chota Nagpur the fall was less than one-third the normal.

At individual stations the difference from the normal varies from defect of 5 inches in Chota Nagpur to excess of 10 inches in parts of East Bengal. The area of excessive rainfall includes the districts of Rajshahi, Jalpaiguri, Bogra and Pabna, in North Bengal, and all the districts in East Bengal. In all other parts of the Province, including Bihar, South-West Bengal, Orissa, and the western parts of East and North Bengal, defect was 2 to 4 inches.

The following table gives the rainfall of the various Divisions of Bengal in June and in each of the previous months of the present year as compared with the normal values

for the same periods. The figures given represent the actual falls expressed as percentages of the normal falls:—

| METEOROLOGICAL DIVISIONS. | January. | February. | March. | April. | May. | June. | Actual rainfall of first six months of 1902 expressed as a percentage of the normal fall for the period. |
|---------------------------|----------|-----------|--------|--------|------|-------|--|
| South-West Bengal | Nil | 2 | 166 | 250 | 186 | 67 | 98 |
| North Bengal | 11 | 2 | 261 | 154 | 112 | 108 | 116 |
| East Bengal | Nil | 1 | 85 | 308 | 127 | 131 | 143 |
| Bihar | 13 | 4 | 263 | 177 | 99 | 60 | 73 |
| Orissa | 104 | 1 | 97 | 218 | 82 | 68 | 78 |
| Chota Nagpur | 31 | 41 | 82 | 116 | 116 | 33 | 54 |

The following table gives full data for the comparison of the actual and normal rainfall of the month of June in all districts in the Province:—

Percentage Table for June 1902.

| DIVISION. | DISTRICT. | Normal district rainfall for June. | Actual district rainfall for June 1902. | Percentage of actual to normal rainfall. | Percentage excess (+) or deficit (-). |
|-------------------|------------------------|------------------------------------|---|--|---------------------------------------|
| South-West Bengal | Burdwan | 10.16 | 6.99 | 69 | - 31 |
| | Birbhum | 11.30 | 4.64 | 40 | - 60 |
| | Bankura | 10.83 | 3.92 | 36 | - 64 |
| | Midnapore | 10.26 | 3.99 | 39 | - 61 |
| | Hoochly | 10.86 | 7.19 | 72 | - 28 |
| | Howrah | 10.93 | 6.92 | 63 | - 37 |
| | 24 Pargannas | 10.89 | 8.91 | 82 | - 18 |
| | Calcutta | 11.01 | 6.47 | 60 | - 40 |
| | Nadia | 9.99 | 7.93 | 79 | - 21 |
| | Murshidabad | 10.14 | 6.92 | 68 | - 32 |
| | Jessore | 11.69 | 8.62 | 74 | - 26 |
| | Khulna | 12.74 | 9.70 | 76 | - 24 |
| | Rajshahi | 10.51 | 16.26 | 145 | + 45 |
| | Dinajpur | 13.78 | 12.62 | 91 | - 9 |
| | Jalpaiguri | 26.66 | 28.73 | 108 | + 8 |
| North Bengal | Darjeeling | 22.59 | 21.70 | 96 | - 4 |
| | Cooch Behar | 27.44 | 23.11 | 84 | - 16 |
| | Rangpur | 17.06 | 15.70 | 92 | - 8 |
| | Bogra | 12.83 | 16.66 | 129 | + 29 |
| | Pabna | 11.49 | 20.94 | 174 | + 74 |
| | Dacca | 12.61 | 19.88 | 158 | + 58 |
| | Mymensingh | 17.90 | 19.89 | 111 | + 11 |
| East Bengal | Faridpur | 12.37 | 16.59 | 134 | + 34 |
| | Backergunge | 17.87 | 25.41 | 143 | + 43 |
| | Tippura | 14.68 | 20.67 | 141 | + 41 |
| | Noakhali | 22.20 | 27.26 | 123 | + 23 |
| | Chittagong | 23.66 | 27.75 | 118 | + 18 |
| | Chittagong Hill Tracts | 19.39 | 28.35 | 146 | + 46 |
| | Patna | 7.71 | 2.39 | 31 | - 69 |
| Bihar | Gaya | 6.62 | 2.46 | 37 | - 63 |
| | Shahabad | 8.41 | 2.58 | 30 | - 70 |
| | Saran | 7.91 | 2.56 | 32 | - 68 |
| | Champaran | 9.34 | 5.74 | 61 | - 39 |
| | Muzaffarpur | 7.41 | 4.89 | 66 | - 34 |
| | Darbhanga | 7.47 | 5.46 | 74 | - 26 |
| | Monghyr | 7.62 | 4.86 | 64 | - 36 |
| | Bhagalpur | 8.34 | 5.11 | 61 | - 39 |
| | Purnea | 12.60 | 9.99 | 79 | - 21 |
| | Malda | 10.11 | 9.63 | 95 | - 5 |
| Orissa | Southal Pargannas | 9.79 | 6.30 | 64 | - 36 |
| | Cuttack | 9.71 | 6.20 | 64 | - 36 |
| | Balasore | 9.37 | 6.62 | 70 | - 30 |
| Chota Nagpur | Puri | 8.63 | 5.18 | 60 | - 40 |
| | Hazaribagh | 8.43 | 3.15 | 37 | - 63 |
| | Ranchi | 8.64 | 2.44 | 28 | - 72 |
| | Palamau | 6.80 | 0.48 | 7 | - 93 |
| | Manbhum | 9.59 | 4.10 | 43 | - 57 |
| | Singbhum | 10.67 | 4.27 | 40 | - 60 |

The following table gives the summary of the temperature and rainfall data of each of the seven meteorological divisions of the Province for the month of June 1902:—

| METEOROLOGICAL DIVISIONS. | TEMPERATURE. | | | | | | | RAINFALL— | | | | | | |
|---------------------------|--------------------------------|-------------------------------|-------------------------|------------------------|-----------------------|--|-----------|-----------------|-------------|--------------------------|---------------------------------|---------------------|----------|-----------------|
| | Highest observed during month. | Lowest observed during month. | Averages for month. | | | Average mean of month above or below normal mean of month. | Of month. | | Rainy days. | | | Since 1st May 1902. | | |
| | | | Of highest of each day. | Of lowest of each day. | Of mean for each day. | | Average. | Normal average. | Variation. | Average number in month. | Normal average number in month. | Variation. | Average. | Normal average. |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| South-West Bengal | 100.1 | 69.4 | 84.1 | 79.0 | 82.8 | +0.4 | 8.11 | 16.86 | -4.99 | 9.75 | 12.33 | -2.58 | 2.57 | 23.21 |
| North Bengal | 98.1 | 70.8 | 82.8 | 70.8 | 82.8 | -0.3 | 10.18 | 17.77 | +1.43 | 14.30 | 14.73 | -0.43 | 24.81 | 23.94 |
| East Bengal | 94.3 | 70.1 | 82.2 | 72.1 | 82.7 | 0 | 8.90 | 17.06 | +5.39 | 17.23 | 16.13 | +1.10 | 30.20 | 33.51 |
| Bihar | 111.4 | 68.8 | 97.4 | 89.0 | 88.7 | +1.4 | 4.06 | 8.81 | -3.36 | 4.77 | 0.18 | -8.35 | 6.08 | 9.79 |
| Orissa | 110.4 | 70.8 | 83.2 | 79.8 | 80.5 | +1.1 | 5.32 | 9.43 | -3.91 | 8.00 | 10.19 | -2.19 | 4.50 | 11.58 |
| Chot Nagpur* | 113.1 | 79.0 | 100.1 | 80.1 | 90.2 | +2.0 | 2.08 | 6.25 | -6.14 | 6.63 | 10.64 | -4.13 | 3.86 | 10.67 |
| Assam | 97.8 | 69.0 | 80.3 | 75.0 | 80.7 | -1.2 | | | | | | | | |

* Details not included.

METEOROLOGICAL OFFICE, BENGAL,
The 15th July 1902

U. LITTLE,
Meteorological Reporter to the Govt. of Bengal.

No. II—ANNUAL STATEMENT.

GOVERNMENT OF BENGAL—IRRIGATION DEPARTMENT.

IRRIGATION OPERATIONS FOR THE YEAR 1901-1902.

Statement in acres of crops irrigated in Canal districts.

| NATURE OF CROPS. | Cuttack. | Balasore. | Midnapore. | Bardwan. | Hooghly. | Gaya. | Patna. | Shahabad. | Saran. | Total. |
|--|----------|-----------|------------|----------|----------|--------|--------|-----------|-----------|--------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| Garden and orchards ... | 27 | 4 | ... | 121 | 18 | 7 | ... | 25 | ... | 20 |
| Sugarcane ... | 46 | 1,128 | ... | 84 | ... | 4,367 | 2,862 | 28,309 | ... | 46,78 |
| Cereals— | | | | | | | | | | |
| Wheat ... | ... | ... | ... | ... | ... | 214 | 459 | 28,546 | ... | 29,22 |
| Barley ... | ... | ... | ... | ... | ... | 427 | 896 | 18,807 | ... | 14,92 |
| Rice ... | 166,230 | 23,603 | 79,823 | 20,574 | 8,719 | 41,581 | 36,828 | 238,476 | ... | 624,88 |
| Miscellaneous ... | ... | ... | ... | ... | ... | 2,567 | 214 | 28,868 | ... | 41,12 |
| Pulse— | | | | | | | | | | |
| Gram, &c. ... | 6 | ... | ... | ... | ... | 981 | 1,458 | 24,825 | ... | 27,26 |
| Miscellaneous ... | ... | ... | ... | ... | ... | 1,161 | 693 | 24,194 | ... | 26,94 |
| Fooder crops— | | | | | | | | | | |
| Grass, lucerne ... | ... | ... | ... | ... | ... | ... | ... | 216 | ... | 1 |
| Fibres— | | | | | | | | | | |
| Cotton ... | 20 | 27 | ... | ... | ... | ... | ... | 2 | ... | ... |
| Dyes— | | | | | | | | | | |
| Indigo ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Turmeric, &c. ... | 1 | ... | ... | ... | ... | ... | 2 | ... | ... | ... |
| Drugs— | | | | | | | | | | |
| Opium ... | ... | ... | ... | ... | ... | 141 | 697 | 959 | ... | 1,2 |
| Tobacco, &c. ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... |
| Oilseeds— | | | | | | | | | | |
| Mustard, &c. ... | ... | ... | ... | ... | ... | 19 | 74 | 465 | ... | ... |
| Castor ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous | | | | | | | | | | |
| Hot-weather ... | 32 | 111 | ... | ... | ... | 4 | 2,162 | 12,843 | ... | 15,0 |
| | ... | ... | ... | ... | ... | 1,690 | 2,890 | 25,775 | ... | 30,0 |
| Total, 1901-1902* | 166,862 | 24,772 | 79,823 | 20,829 | 8,764 | 62,072 | 47,532 | 466,700 | ... | 867,8 |
| Total, 1900-1901† | 174,287 | 22,763 | 79,282 | 19,858 | 8,509 | 62,115 | 38,151 | 342,147 | ... | 745,1 |
| Average of the five years ending with 1900-1901. | 160,152 | 22,221 | 72,062 | 18,872 | 8,322 | 49,207 | 44,930 | 369,044 | (a) 1,126 | 769,1 |

* Approximate figures. † Actual figures.
 (a) In arriving at this figure 4,500 acres irrigated free during the kharif season of 1900-1901 have not been taken into account.
 (b) This figure has subsequently been arrived at. It exceeds the area shown in the Revenue Report for 1901-1902 by 12 acres.

CALCUTTA,
 The 16th July 1902.

D. B. HORN,
 Offg. Secy. to the Govt. of Bengal.

DO. II.—RABI STATEMENT.

GOVERNMENT OF BENGAL--IRRIGATION DEPARTMENT.

IRRIGATION OPERATIONS OF FASL RABLI, 1901-1902.

Statement in acres of crops irrigated in Canal districts.

| NATURE OF CROPS. | Cuttack. | Balesoro. | Midnapore. | Burdwan. | Hooghly. | Gaya. | Patna. | Shahabad. | Saran. | Total. |
|--|----------|-----------|------------|----------|----------|-------|--------|-----------|--------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| Garden and orchards ... | 25 | 4 | ... | 121 | 12 | 7 | ... | 35 | ... | 208 |
| Agroforestry ... | 4 | 564 | ... | 84 | 17 | 3,400 | 1,224 | 25,481 | ... | 30,724 |
| Cereals— | | | | | | | | | | |
| Wheat ... | ... | ... | ... | ... | ... | 214 | 453 | 38,545 | ... | 39,212 |
| Barley ... | ... | ... | ... | ... | ... | 427 | 930 | 18,607 | ... | 14,970 |
| Rice ... | 12,212 | ... | 266 | ... | 127 | ... | ... | ... | ... | 2,506 |
| Miscellaneous ... | ... | ... | ... | ... | ... | 2,567 | 214 | 37,631 | ... | 40,312 |
| Grains— | | | | | | | | | | |
| Gram, &c. ... | 8 | ... | ... | ... | ... | 981 | 1,456 | 24,935 | ... | 27,378 |
| Miscellaneous ... | ... | ... | ... | ... | ... | 1,151 | 608 | 24,183 | ... | 25,934 |
| Minor crops— | | | | | | | | | | |
| Grass, lucerne ... | ... | ... | ... | ... | ... | ... | ... | 216 | ... | 216 |
| Oil— | | | | | | | | | | |
| Cotton ... | ... | 27 | ... | ... | ... | ... | ... | 3 | ... | 49 |
| Spices— | | | | | | | | | | |
| Indigo ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Gummiac, &c. ... | 1 | ... | ... | ... | ... | ... | 2 | ... | ... | 3 |
| Drugs— | | | | | | | | | | |
| Opium ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Tobacco, &c. ... | ... | ... | ... | ... | ... | 144 | 637 | 959 | ... | 1,740 |
| Peas— | | | | | | | | | | |
| Mustard, &c. ... | ... | ... | ... | ... | ... | 10 | 74 | 450 | ... | 649 |
| Other ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Miscellaneous | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Weather | 5 | 40 | ... | ... | ... | 4 | 2,162 | 12,943 | ... | 16,699 |
| At rate, 1901-19025 ... | 2,273 | 635 | 265 | 155 | 82 | 5,914 | 7,746 | 178,786 | ... | 198,827 |
| At rate, 1900-1901\|\| ... | 3,975 | 1,431 | 400 | 82 | 82 | 5,949 | 9,759 | 81,279 | ... | 97,456 |
| Average of the five years ending with 1900-1901. | 6,002 | 837 | 1,489 | 646 | 419 | 8,038 | 6,502 | 114,076 | 816 | 138,734 |

The Saran Canals were opened for rice irrigation and an area of about 2,318 acres was irrigated free from the canals. The area irrigated was arrived at merely from enquiry from the cultivators.

* Potato irrigated from the Eden Canal. (a) This figure has subsequently been revised at. † Dalwa rice. ‡ Beta rice. § Approximate figures. ¶ Actual figures. It exceeds the area shown in the Revenue Report for 1900-1901 by 12 acres.

CALCUTTA,
The 15th July 1908.

D. B. HORN,
Offg. Secy. to the Govt. of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate return of traffic on the Circular and Eastern Canals for the week ending Saturday, the 12th July 1902, as compared with the corresponding week of the previous year.

| NATURE OF CARGO. | WEEK ENDING SATURDAY, THE 12TH JULY 1902. | | | WEEK ENDING SATURDAY, THE 12TH JULY 1901. | | |
|------------------|--|---------------------|----------|--|---------------------|----------|
| | Number of boats. | Weight of cargo. | Tollage. | Number of boats. | Weight of cargo. | Tollage. |
| | | Mds. | Rs. | | Mds. | Rs. |
| Rice and paddy | 387 | 40,750 | 508 | 178 | 29,175 | 316 |
| Jute | 58 | 22,100* | 248 | 4 | 1,075† | 19 |
| Firewood | 32 | 19,176 | 385 | 41 | 31,875 | 467 |
| Other articles | 635 | 1,64,920 | 1,912 | 417 | 1,23,925 | 1,517 |
| Total | 1,072 | 2,46,946 | 2,959 | 637 | 1,96,050 | 2,319 |

* Weight by canal measurement, 21,275 maunds.
† Ditto ditto, 1,212½ "

Results of the Meteorological Observations taken at the Alipore Observatory from 6th to 12th July 1902.

| Month. | Date. | Maximum in sun. | Number of hours of bright sunshine. | Mean pressure barometer at 54° Fahr. | TEMPERATURE. | | | | HYGROMETRY. | | | | WIND. | | Rain. | WEATHER. |
|--------|-------|-----------------|-------------------------------------|--------------------------------------|--------------|----------|--------|----------|----------------|-----------------|------------|-----------|-----------------------|-----------------|---------|-----------------------------|
| | | | | | Mean. | Maximum. | Range. | Minimum. | Mean wet bulb. | Vapour tension. | Dew point. | Humidity. | Prevailing direction. | Miles recorded. | | |
| 1902. | | | | Inches. | | | | | | Inch. | | % | | | Inches. | |
| July | 6th | 133.9 | 0.8 | 29.709 | 82.4 | 84.8 | 5.0 | 79.8 | 80.4 | 1.013 | 79.0 | 91 | E and SE | 123 | 0.97 | Chiefly cloudy, o, d, p. |
| " | 7th | 150.8 | 2.4 | 29.661 | 83.0 | 88.6 | 10.6 | 78.0 | 80.4 | 1.002 | 79.3 | 89 | SE and SSE | 108 | 0.01 | Chiefly cloudy, o, p, t. |
| " | 8th | 143.9 | 4.8 | 29.610 | 84.3 | 89.8 | 11.5 | 78.3 | 81.1 | 1.019 | 79.8 | 86 | SSE and E | 116 | 0.18 | Chiefly cloudy, o, d, p. |
| " | 9th | 145.6 | 2.0 | 29.578 | 84.4 | 89.1 | 9.5 | 79.6 | 81.5 | 1.041 | 80.5 | 88 | SSE and E | 141 | 0.81 | Chiefly cloudy, o, d, p. |
| " | 10th | 141.4 | 1.3 | 29.558 | 84.5 | 89.1 | 12.0 | 77.1 | 81.8 | 1.054 | 80.0 | 88 | SSE, SSW and E | 167 | 0.08 | Chiefly cloudy, o, d. |
| " | 11th | 131.0 | ND | 29.497 | 83.9 | 88.7 | 6.7 | 82.0 | 81.6 | 1.058 | 80.8 | 90 | SSW, S and SW | 155 | 0.07 | Cloudy, o, d, t. |
| " | 12th | 147.7 | 5.4 | 29.458 | 84.8 | 93.4 | 17.2 | 78.2 | 79.5 | 0.942 | 77.4 | 79 | S, WSW and SE | 93 | 0.40 | Chiefly cloudy, o, p, t, z. |

The mean pressure of the seven days

The average pressure of the corresponding period for 24 years, Surveyor-General's Office

Inches.
29.582

The total number of hours of bright sunshine

The maximum possible number of hours of sunshine

Hours.
17.2

24.0

The mean temperature of the seven days

The average temperature of the corresponding period for 24 years, Surveyor-General's Office

83.9

The extreme variation of temperature

The maximum temperature

84.0

17.2

93.4

The highest velocity of the wind in one hour

Miles.
12

The mean relative humidity

The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office

%

87

The total fall of rain from 6th to 12th July 1902

The average fall of the corresponding period for 24 years, Surveyor-General's Office

Inches.
2.59

The total fall from 1st January to 12th July 1902

The average fall of the corresponding period for 24 years, Surveyor-General's Office

2.17

28.92

The mean pressure, temperature, etc., are deduced from the traces of the Barograph and Thermograph, and from eye observations.

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No. 80, formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

o, overcast; d, drizzling rain; p, passing temporary showers; t, thunder; z, lightning.

N.B.—In the weekly abstract from 15th to 21st June 1902, read 88 for 8 as humidity of the 21st June 1902.

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 14th July 1902.

G. W. KÜCHLER,
for Meteorological Reporter to the Govt. of India
and Director-General of Indian Observatories.

Weekly Return of Traffic Receipts on Indian Railways.

EASTERN BENGAL STATE RAILWAY.

(Including N. B. K. D., Dacca and Assam-Bengal Sections.)

Approximate Return of Traffic and Mileage for last 9 days of June 1902 on 554 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|---------------|-----------------------------------|-----------------|--------------------------|--------------|-----------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. c. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for 9 days ... | 239,097 | 1,97,120 0 0 | 11,11,470 c | 1,06,230 0 0 | 47,000 0 0 | 3,50,350 0 0 | 48,330 | 41,613 | 89,943 |
| Or per mile of railway ... | 427 | 354 0 0 | 2000 c | 190 0 0 | 84 0 0 | 633 0 0 | ... | ... | ... |
| For previous 25 weeks of half-year ... | 5,812,370 | 28,20,219 0 0 | 2,78,32,334 c | 40,24,067 0 0 | 4,80,337 0 0 | 73,59,714 0 0 | 928,051 | 1,052,595 | 1,980,646 |
| Total for 26 weeks ... | 6,151,467 | 30,17,339 0 0 | 2,89,43,804 c | 41,30,327 0 0 | 5,27,337 0 0 | 74,95,234 0 0 | 976,402 | 1,094,208 | 2,070,610 |
| COMPARISONS. | | | | | | | | | |
| Total for corresponding 9 days of previous year ... | 203,048 | 1,25,475 0 0 | 10,41,021 c | 1,00,144 0 0 | 1,16,031 0 0 | 1,88,653 0 0 | 42,780 | 38,828 | 81,608 |
| Per mile of railway corresponding week of previous year ... | 370 | 230 0 0 | 1850 c | 182 0 0 | 134 0 0 | 253 0 0 | ... | ... | ... |
| Total to corresponding date of previous year ... | 5,147,519 | 23,62,714 0 0 | 2,47,09,996 c | 36,95,891 0 0 | 5,20,817 0 0 | 71,49,008 0 0 | 941,840 | 1,041,133 | 1,982,973 |

* Excludes ferry earnings.

† Audited up to week ending 3rd May 1902.

BRAHMAPUTRA-SULTANPUR RAILWAY.

Approximate Return of Traffic and Mileage for last 9 days of June 1902 on 59.19 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|--------------------|--------------------|----------------------------------|------------|-----------------------------------|-----------------|--------------------------|--------------|--------|
| | No. of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. c. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for 9 days ... | 1,030 | 3,700 0 0 | 11,810 c | 1,140 0 0 | 40 0 0 | 4,740 0 0 | 1,877 | 1,511 | 3,388 |
| Or per mile of railway ... | 17 | 62 0 0 | 198 c | 19 0 0 | 0 0 0 | 78 0 0 | ... | ... | ... |
| For previous 25 weeks of half-year ... | 176,793 | 30,454 0 0 | 5,20,726 c | 30,655 0 0 | 833 0 0 | 31,487 0 0 | 35,524 | 23,303 | 58,827 |
| Total for 26 weeks ... | 177,823 | 33,154 0 0 | 5,32,536 c | 31,795 0 0 | 873 0 0 | 34,668 0 0 | 37,401 | 24,806 | 62,207 |
| COMPARISONS. | | | | | | | | | |
| Total for corresponding 9 days of previous year ... | 6,170 | 5,023 0 0 | 32,742 c | 1,845 0 0 | 24 0 0 | 6,892 0 0 | 1,230 | 1,444 | 2,674 |
| Per mile of railway corresponding week of previous year ... | 103 | 85 0 0 | 552 c | 31 0 0 | 0 0 0 | 116 0 0 | ... | ... | ... |
| Total to corresponding date of previous year ... | 120,740 | 41,005 0 0 | 5,05,800 c | 35,504 0 0 | 505 0 0 | 46,814 0 0 | 53,806 | 31,750 | 85,556 |

* Audited up to week ending 3rd May 1902.

MYMENSINGH-JAGANNATHGANJ RAILWAY.

Approximate Return of Traffic and Mileage for last 9 days of June 1902 on 54.87 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|------------|-----------------------------------|-----------------|--------------------------|--------------|----------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| | | Rs. A. P. | Mds. c. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | | |
| Total traffic for 9 days ... | 10,220 | 3,930 0 0 | 9,930 c | 500 0 0 | 20 0 0 | 4,450 0 0 | 1,063 | 1,408 | 2,471 |
| Or per mile of railway ... | 186 | 71 0 0 | 181 c | 91 0 0 | 0 0 0 | 109 0 0 | ... | ... | ... |
| For previous 25 weeks of half-year ... | 223,800 | 84,883 0 0 | 403,162 c | 25,884 0 0 | 423 0 0 | 89,310 0 0 | 92,540 | 23,339 | 1,15,879 |
| Total for 26 weeks ... | 234,020 | 88,813 0 0 | 413,092 c | 26,384 0 0 | 443 0 0 | 94,660 0 0 | 93,703 | 23,657 | 1,17,360 |
| COMPARISONS. | | | | | | | | | |
| Total for corresponding 9 days of previous year ... | 8,311 | 3,164 0 0 | 31,280 c | 608 0 0 | 1 0 0 | 3,773 0 0 | 1,001 | 908 | 1,909 |
| Per mile of railway corresponding week of previous year ... | 140 | 57 0 0 | 565 c | 11 0 0 | 0 0 0 | 78 0 0 | ... | ... | ... |
| Total to corresponding date of previous year ... | 206,057 | 84,037 0 0 | 390,038 c | 24,803 0 0 | 426 0 0 | 91,266 0 0 | 91,266 | 24,830 | 1,16,096 |

* Audited up to week ending 3rd May 1902.

DACCA STATE RAILWAY.

Approximate Return of Traffic and Mileage for last 9 days of June 1902 on 88 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|---------------|-----------------|-----------------|--------------------------|--------------|----------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for 9 days | 30,280 | Rs. 11,380 0 0 | Mds. 41,670 0 | Rs. 2,020 0 0 | Rs. 680 0 0 | Rs. 14,750 0 0 | 8,790 | 1,710 | 8,800 |
| Or per mile of railway | 343 | 131 0 0 | 465 0 | 23 0 0 | 7 0 0 | 171 0 0 | ... | ... | ... |
| For previous 25 weeks of half-year | 678,545 | 2,08,250 0 0 | 15,04,027 0 | 1,19,467 0 0 | 7,164 0 0 | 2,17,481 0 0 | 90,187 | 21,231 | 1,10,318 |
| Total for 25 weeks | 708,825 | 2,08,837 0 0 | 15,45,897 0 | 1,19,827 0 0 | 7,774 0 0 | 2,26,611 0 0 | 92,983 | 22,041 | 1,15,024 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding 9 days of previous year | 27,511 | 8,007 0 0 | 3,63,326 0 | 4,065 0 0 | 4,861 0 0 | 17,087 0 0 | 8,940 | 2,446 | 2,506 |
| Per mile of railway corresponding week of previous year | 313 | 101 0 0 | 3,411 0 | 47 0 0 | 51 0 0 | 190 0 0 | ... | ... | ... |
| Total to corresponding date of previous year | 694,815 | 2,08,108 0 0 | 15,41,671 0 | 1,60,801 0 0 | 15,885 0 0 | 2,27,185 0 0 | 71,941 | 24,777 | 1,28,718 |

* Audited up to week ending 3rd May 1902.

COOCH BEHAR STATE RAILWAY.

Approximate Return of Traffic and Mileage for last 9 days of June 1902 on 337½ miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (including ferry). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|-----------------------|--------------------|----------------------------------|---------------|-----------------------------------|-----------------|--------------------------|--------------|--------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for 9 days | 2,880 | Rs. 1,580 0 0 | Mds. 10,000 0 | Rs. 1,440 0 0 | Rs. 30 0 0 | Rs. 2,600 0 0 | 341 | 2,565* | 2,177* |
| Or per mile of railway | 148 | 45 0 0 | 324 0 | 43 0 0 | 1 0 0 | 80 0 0 | ... | ... | ... |
| For previous 25 weeks of half-year | 71,410 | 27,283 0 0 | 3,30,908 0 | 22,418 0 0 | 1,263 0 0 | 29,883 0 0 | 5,315 | 40,461 | 45,776 |
| Total for 25 weeks | 74,870 | 28,783 0 0 | 3,42,800 0 | 23,838 0 0 | 1,368 0 0 | 31,893 0 0 | 5,680 | 43,324 | 49,004 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding 9 days of previous year | 2,464 | 1,338 0 0 | 25,84,254 0 | 25,071 0 0 | 195 0 0 | 27,505 0 0 | 318 | 248 | 476 |
| Per mile of railway corresponding week of previous year | 73 | 40 0 0 | 76,908 0 | 750 0 0 | ... | 809 0 0 | ... | ... | ... |
| Total to corresponding date of previous year | 54,781 | 21,242 0 0 | 28,07,123 0 | 21,296 0 0 | 4,638 0 0 | 27,036 0 0 | 5,980 | 27,158 | 32,111 |

* Including ballast train-traffic 8,515.

† Audited up to week ending 3rd May 1902.

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for last 9 days of June 1902 on 1,963 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated), including steamboat. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|---|--------------------|------------------|----------------------------------|------------------|--|------------------|--------------------------|--------------|-----------|
| | No. of passengers. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the period on 1,963 miles open | 354,700 | Rs. (a) 1,00,816 | Mds. 7,86,910 | Rs. (b) 1,07,340 | Rs. (c) 15,988 | Rs. (a) 2,24,144 | 51,250 | (d) 41,888 | 93,111 |
| Or per mile of railway | 361 77 | 51 37 | 800 7 | 54 08 | 8 04 | 114 07 | ... | ... | ... |
| For previous 25 weeks of half-year | 4,728,460 | 20,05,720 | 2,18,51,222 | 25,62,808 | 5,44,810 | 25,54,540 | 1,008,801 | 911,895 | 1,920,696 |
| Total for the half-year | 4,983,160 | 21,74,240 | 2,26,38,132 | 26,70,148 | 5,60,798 | 27,30,046 | 1,007,457 | 963,590 | 2,011,127 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding period (9 days) of previous year | 348,000 | 88,300 | 11,65,440 | 1,06,095 | 34,444 | 2,28,839 | 38,380 | (f) 145,397 | 73,345 |
| Per mile of railway corresponding period of previous year | 104 28 | 27 08 | 315 60 | 30 70 | 17 05 | 116 95 | ... | ... | ... |
| Total to corresponding date of previous year | 4,884,095 | 19,86,612 | 2,12,53,476 | 24,84,044 | 5,40,311 | 25,10,965 | 998,034 | 908,073 | 1,906,107 |

(a) Increase due to increased mileage and improved traffic generally.

(b) The weight and amount of ballast trains included in this week were Mds. 60,664 and Rs. 1,572, against Mds. 438,547 and Rs. 17,000 in the corresponding week of the previous year.

(c) Decrease due to Rs. 12,117 on account of hire of locomotives and vehicles adjusted in the corresponding week of the previous year.

(d) Includes 2,670 miles of ballast trains run on open line.

(e) Audited figures up to week ending 10th May 1902.

(f) 2,784 miles of ballast trains run on open line.

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Approximate Return of Traffic for last 9 days of June 1902 on 18 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings (estimated). | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|---------------------|-----------|----------------------------------|-----------|-----------------------------|-----------------|--------------------------|--------------|--------|
| | Passengers carried. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the period on 18 miles open | No. 1,997 | Rs. 312 | Mds. 19,182 | Rs. 417 | Rs. 10 | Rs. 739 | 441 | 807 | 648 |
| Or per mile of railway | 110.98 | 17.33 | 1,065.67 | 23.17 | 0.55 | 41.06 | | | |
| For previous 24 weeks of half-year | 59,211 | 16,622 | 8,67,213 | 6,500 | 868 | 16,830 | 9,131 | 3,290 | 12,421 |
| Total for the half-year | 61,208 | 16,934 | 8,86,395 | 6,917 | 878 | 20,660 | 10,572 | 3,496 | 14,068 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding period (9 days) of previous year on 18 miles open. | 2,417 | 480 | 14,825 | 276 | —8 | 703 | 670 | 366 | 1036 |
| Per mile of railway corresponding period of previous year. | 134.28 | 25.56 | 823.50 | 15.32 | —0.17 | 39.07 | | | |
| Total to corresponding date of previous year. | 53,180 | 8,594 | 3,83,507 | 10,164 | 770 | 19,815 | 9,388 | 3,173 | 12,561 |

* Includes audited figures up to week ending 10th May 1902.

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Audited Return of Traffic for week ending 17th May 1902 on 18 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|---------------------|--------------------|----------------------------------|-------------------|------------------|--------------------|--------------------------|--------------|--------|
| | Passengers carried. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week on 18 miles open | No. 2,221 | Rs. A. P. 812 12 0 | Mds. 12,065 | Rs. A. P. 346 1 0 | Rs. A. P. 18 9 0 | Rs. A. P. 706 18 6 | 366 | 188 | 554 |
| Or per mile of railway | 123.39 | 10 0 8 | 730.28 | 19 5 5 | 1 0 1 | 39 6 2 | | | |
| For previous 181 weeks of half-year | 40,466 | 8,831 5 0 | 2,16,437 | 5,083 8 7 | 789 10 0 | 16,834 2 7 | 7,615 | 2,361 | 9,976 |
| Total for 181 weeks | 41,687 | 9,643 1 0 | 2,28,499 | 5,429 9 1 | 807 12 0 | 16,043 2 1 | 7,381 | 2,510 | 9,891 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year on 18 miles open | 1,060 | 300 9 8 | 13,283 | 402 12 3 | 90 12 0 | 800 12 1 | 400 | 85 | 485 |
| Per mile of railway corresponding week of previous year | 100.10 | 17 0 2 | 743.50 | 22 11 4 | 5 0 9 | 42 12 3 | | | |
| Total to corresponding date of previous year | 40,305 | 8,765 5 5 | 2,46,000 | 7,856 13 5 | 716 10 0 | 14,909 13 1 | 7,201 | 2,726 | 9,927 |

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Audited Return of Traffic for week ending 24th May 1902 on 18 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|---------------------|--------------------|----------------------------------|--------------------|------------------|-------------------|--------------------------|--------------|--------|
| | Passengers carried. | Receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for the week on 18 miles open | No. 2,365 | Rs. A. P. 857 15 0 | Mds. 17,643 | Rs. A. P. 324 10 0 | Rs. A. P. 2 14 0 | Rs. A. P. 680 7 6 | 366 | 235 | 601 |
| Or per mile of railway | 131.39 | 19 14 2 | 980.22 | 18 0 7 | 0 7 0 | 38 5 2 | | | |
| For previous 181 weeks of half-year | 41,680 | 9,034 1 0 | 2,16,402 | 5,391 5 1 | 789 12 0 | 16,015 2 1 | 7,601 | 2,319 | 9,920 |
| Total for 181 weeks | 44,045 | 9,895 0 0 | 2,47,845 | 6,025 12 7 | 816 10 0 | 16,733 0 7 | 7,967 | 2,654 | 10,621 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year on 18 miles open | 1,301 | 301 13 11 | 18,674 | 470 0 0 | 17 13 6 | 709 10 11 | 354 | 180 | 534 |
| Per mile of railway corresponding week of previous year | 110.61 | 16 12 4 | 1,038.50 | 26 0 0 | 1 13 16 | 39 12 2 | | | |
| Total to corresponding date of previous year | 44,384 | 7,498 3 7 | 2,63,514 | 2,500 15 5 | 734 7 0 | 14,639 8 0 | 7,805 | 2,386 | 10,191 |

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Approximate Return of Traffic and Milage for the last 9 days of June 1902 on 130 miles open.

| | COACHING TRAFFIC. | | MERCHANDISE AND MINERAL TRAFFIC. | | Other earnings. | Total earnings. | TRAFFIC TRAIN-MILES RUN. | | |
|--|-----------------------|----------------------|----------------------------------|---------------------|----------------------|----------------------|--------------------------|--------------|---------|
| | Number of passengers. | Coaching receipts. | Weight carried. | Receipts. | | | Coaching. | Merchandise. | Total. |
| Total traffic for last 9 days of June | 44,190 | Rs. A. P. 31,241 0 0 | Mds. H. 46,932 0 | Rs. A. P. 4,078 0 0 | Rs. A. P. 10,398 0 0 | Rs. A. P. 36,318 0 0 | 4,584 | 3,961 | 8,545 |
| Or per mile of railway per week for previous 26 weeks of half-year | 900,618 | 5,60,929 0 0 | 14,97,718 0 | 1,10,006 0 0 | 90,556 0 0 | 5,73,691 0 0 | 85,988 | 61,738 | 147,726 |
| Total for 26 weeks | 953,513 | 8,97,170 0 0 | 15,44,600 0 | 1,29,082 0 0 | 1,07,554 0 0 | 8,00,468 0 0 | 100,517 | 65,874 | 166,391 |
| COMPARISON. | | | | | | | | | |
| Total for corresponding last 9 days of previous year | 38,976 | 15,946 0 0 | 58,602 0 | 5,135 0 0 | 20,017 0 0 | 40,701 0 0 | 4,105 | 2,407 | 6,512 |
| Per mile of railway corresponding week of previous year | 246 | 116 0 0 | 386 0 | 32 0 0 | 127 0 0 | 254 0 0 | — | — | — |
| Total for corresponding date of previous year | 969,630 | 3,86,160 0 0 | 14,84,640 0 | 1,11,703 0 0 | 1,48,612 0 0 | 5,46,580 0 0 | 100,001 | 67,860 | 167,861 |

* Audited up to week ending 10th May 1902.

† Coaching traffic calculated on 130 miles only.



SUPPLEMENT TO
The Calcutta Gazette.

WEDNESDAY, JULY 23, 1902.

OFFICIAL PAPERS.

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RESOLUTION REVIEWING THE TRIENNIAL REPORT ON THE WORKING OF THE CHARITABLE DISPENSARIES IN BENGAL AND THE CALCUTTA MEDICAL INSTITUTIONS FOR THE YEARS 1899, 1900, AND 1901.

MUNICIPAL DEPARTMENT—MEDICAL.

Darjeeling, the 15th July 1902.

RESOLUTION—No. 1414T.—M.

READ—

The Triennial Report on the working of the Charitable Dispensaries in Bengal and the Calcutta Medical Institutions for the years 1899, 1900, and 1901.

Read also—

The Triennial Report for the years 1896, 1897, and 1898 and the Annual Returns for the years 1899 and 1900 and the Resolutions recorded upon them.

The Triennial Report has undergone considerable modification in consequence of the orders of the Government of India contained in the Resolution of the Home Department, No. 2741, dated 26th March 1901, and now presents a complete review of the working of all the medical institutions of the Province during the triennium. In spite of the inclusion of new material, the body of the report has been reduced by one-half.